

**CORRECTED PAGES THAT WERE INSERTED
IN THE DRAFT WEST LATHROP SPECIFIC PLAN
ON FEBRUARY 21, 1996**

Cover Page

Page iii (exotic removed, replaced with Native and Unusual).

Follows Page V-14 (new sketch deletes three-car garages in front yard setbacks).

Page V-22 (Ninety (90) removed, replaced with fifty (50)).

Page V-23 - deleted (for individual uses).

WEST LATHROP SPECIFIC PLAN



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Mossdale Village - Stewart Tract

City of Lathrop, California

October 1995

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WEST LATHROP SPECIFIC PLAN



Mossdale Village ▪ Stewart Tract

City of Lathrop, California

Revised February 20, 1996

October 1995

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Text pages dated October 27, 1995 are hereby incorporated as part of the West Lathrop Specific Plan as adopted February 20, 1996.

WEST LATHROP DRAFT SPECIFIC PLAN
October 27, 1995

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The West Lathrop Specific Plan area is located in California's Central Valley, in the inland reaches of the San Joaquin River, or "South Delta". Here, on flat land which is crisscrossed by rural roads and drainage channels, a pattern of hot, dry summers and cool, moist winters is moderated by coastal marine influences.

The plan area is surrounded by leveed natural delta waterways from which expansive long range views are possible. The plan area is readily accessible by regional freeways, rail lines, airports and navigable waterways. Next to the plan area are Interstate 5 (I-5) interchanges with Interstate 205 (I-205) and State Route 120. The Southern Pacific and Union Pacific rail lines pass through the site. Presently used for agriculture, the plan area is well situated to play an important role in the economic and cultural growth of the region.

The West Lathrop Specific Plan area, when annexed and developed, will form the future western part of the City of Lathrop. It will be developed as two distinct but closely related areas. Next to I-5 and the existing City of Lathrop will be Mossdale Village, a 1,161-acre proposed residential development with an associated village center, service commercial and highway commercial. Mossdale Village is targeted for more traditional housing for Lathrop residents. Adjoining Mossdale Village is Stewart Tract, a 5,794-acre site proposed as a region-serving, recreation-oriented mixed used development. Stewart Tract is focussed primarily on visitor-oriented accommodations and recreation/entertainment activities. The central feature on Stewart Tract will be Gold Rush City, a theme park evoking California's colorful Gold Rush era of the mid-1800's. Although there are fundamental differences between these two development areas, they are addressed together in this plan to ensure a compatible pattern of development throughout West Lathrop.

Comprehensive sewer, water and storm drainage systems are part of the West Lathrop Specific Plan and they will be constructed incrementally. Two fire stations will be incorporated within Stewart Tract as well as a police substation. The development of both Mossdale Village and Stewart Tract will add substantially to Lathrop's economic vitality by providing more local jobs, homes, attractive recreation areas and revenue-generating uses.

A. Mossdale Village

Envisioned as a new Lathrop village comprised of two neighborhoods, Mossdale Village will be predominantly traditional residential for permanent residents. The village as a whole will be organized around a pedestrian-oriented village center. A variety of shops, restaurants and personal and professional services as well as indoor and outdoor gathering places will create a lively village center for community life. The Mossdale Village Development Program is described in Chapter III: Land Use, with approximate acreages for all uses. In addition, all the residents of Mossdale Village will share a system of trails stemming from a broad open space corridor along the site's westerly San Joaquin River edge. On- and off-street trails

within the residential areas will link this corridor to the village's several parks, natural areas and schools. These trails, in turn, will connect West Lathrop to the rest of the City.

In the heart of each of the two neighborhoods will be an 18-acre elementary school combined with a park. Centrally located, they are planned to be easily accessible for school children and for neighbors' recreational uses. Although the two neighborhoods will be separated by Gold Rush Boulevard, a limited-access landscaped arterial roadway, they are to be connected by a village loop road, where slower-moving traffic and ample provisions for pedestrian and bicycle travel will allow safe and convenient village travel. A 50-acre high school site is proposed near the loop road and river's edge open space corridor.

A wide variety of housing types will be possible in Mossdale Village. Nearer the village center, medium density housing (8-15 du/ac) is proposed, with a range of lower density (1-7 du/ac) housing around it. Also, along the San Joaquin River, marina housing is proposed so that homeowners can berth their boats in their backyards.

These residential areas will be buffered from I-5 by the landscaped Golden Valley Parkway and service-commercial and highway-commercial uses that will border the freeway. Running north-south through Mossdale Village, Golden Valley Parkway is conceived as an expressway parallel to I-5. This new parkway will reduce the use of the freeway for local vehicular trips which may decrease the number of accidents associated with complex merge patterns that occur on I-5 adjacent to the plan area. Golden Valley Parkway in addition will ultimately serve Lathrop's future civic center and central commercial district planned to the north of Mossdale Village and Stewart Tract, as part of a potential intercity transit route.

There are multiple landowners in Mossdale Village, so it is assumed development here will be incremental. Development of each phase of the residential areas will include the necessary public rights-of-way, utilities and services as well as convenient parks, schools and retail shopping as provided by the plan. Special features such as the San Joaquin River open space corridor will be improved in segments as development alongside it is built. Habitat enhancement will occur in phases as well.

In general, growth in Mossdale Village will follow the improvement of the major streets. The first major street to be improved will be Gold Rush Boulevard from the Louise Avenue interchange at I-5 southwesterly through Mossdale Village and across the San Joaquin River into the Stewart Tract. Housing is expected to be built along the Gold Rush Boulevard corridor in early phases. Development of some of the highway commercial and service commercial will be feasible in Phase One. In the next phase, Golden Valley Parkway and an improved Manthey Road will be built from Gold Rush Boulevard to the south through Mossdale Village. The residential areas along Golden Valley Parkway could be developed in Phase Two. Phases Three and Four will include buildout of the remaining residential areas. Increments of village center retail are planned as a part of each phase.

[illegible]

SEPTEMBER 1995 **FIGURE EX-1**
 Concept Design: The Jarrett Group

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B. Stewart Tract

A multi-faceted destination resort for entertainment and recreation, the Stewart Tract will contain theme parks, theaters, restaurants, sports facilities, golf courses, shops, resorts, a combined regional shopping and entertainment center, campgrounds and wildlife areas all linked by meandering waterways and transit services. Accommodations ranging from resort hotels and R.V. parks to townhouses and single-family homes will provide ample opportunities for everyone to stay and enjoy the many attractions proposed on this 5,794-acre site. All forms of recreation -- entertainment, relaxation, education and exercise -- will be possible here. In Chapter III: Land Use, the development program, with approximate acreages for all uses, is provided.

The framework for Stewart Tract development will be a central system of waterways reminiscent of the site's delta setting and a perimeter curvilinear roadway that will link all the varied land uses. At each end of Califia Drive, two concentrated core areas will be the focal points for the more intensive activities. See Figure EX-1: Stewart Tract Concept Illustrative.

Nearer I-5, the Gold Rush City Theme Park will be the site's major attraction. This theme park based on San Francisco circa 1849 and California's Gold Rush era will offer a panoply of experiences from panning for gold to wild flume rides or live performances. Major themes such as San Francisco 1850-1875, the mining experience, a celebrity graveyard and a wild west arena are being contemplated herein. Complemented by adjoining theaters, saloons, playhouses and restaurants for visitors and long term Lathrop residents alike, the theme park will be busy throughout daytime and evening hours. Period-style shops, workshops and markets will provide other delightful pastimes.

At the Gold Rush Boulevard gateway to Stewart Tract, a regional shopping/entertainment center will offer a state-of-the-art shopping experience. It would contain a large variety of activities with major retail stores and shops of all types. These would be interspersed with entertainment such as cinema complexes, video games, amusement rides such as a merry-go-round, virtual reality venues and supporting food and beverage outlets.

Supporting the Gold Rush City Theme Park will be secondary attractions such as a futuristic theme park, the regional shopping/entertainment center, farm-related entertainment and a major water park. The water park nearer to I-5 will be both welcome relief and a lot of fun during the area's warm summer months. Inside the westerly end of Califia Drive, the second major theme park is planned. Adjoining it will be a resort hotel, specialty retail, R.V. Park and campgrounds. A wildlife park will occupy the westerly most portion of the plan area, taking advantage of its proximity to Paradise Cut and Old River. Paradise Cut, a natural estuarine area running along the Stewart Tract's southern edge, will be enhanced as a natural habitat. Next to it, native and unusual animals will have the run of the wildlife area.

In the heart of the tract, surrounded by a wide array of lodging and housing will be the village center. Its uses may include fine arts and performing arts centers, a library, cultural center, tennis center or a wellness center. Enclosed by Califia Drive, the nine themed villages will be mingled with the recreational amenities in Stewart Tract. Replicating the culture and

architecture of the many ethnic groups who participated in the Gold Rush, each village will have distinctive image and character.

Three championship level golf courses will be laid out on the perimeter of the more developed core, offering hours of outdoor recreation. Overlooking the golf courses and/or a marina, resort hotels will offer luxury accommodations. Visitors will also find lodging in hotels near the two activity centers and on the waterways or at motels and hostels closer to the theme parks and shopping. Informal recreation in electric powered boats, sail boats, kayaks and the like will abound within Stewart Tract and the surrounding delta waterways. The more adventurous visitors will find a recreational vehicle campground and outdoor campgrounds available. Separated from the main project, between the Southern Pacific Railroad right-of-way and I-5, is the proposed farmers market and farming exhibit along with urban reserve lands which await the opportunity for future growth. Uses proposed to the east of I-5 include urban reserve land and a wastewater treatment plant. The urban reserve area will be developable when the Mossdale Drive/I-5 interchange is improved or other circulation improvements are made such that development therein can occur without significant adverse traffic impacts.

Seniors may purchase a single-family home near the waterways or golf course or others may enter into a timeshare arrangement for townhouses in the plan area. Occupants of Stewart Tract housing may also be visitors, retirees or employees who may work on Stewart Tract or nearby. A full range of housing choices, from 3 du/ac to 24 du/ac, will exist in Stewart Tract.

One or more of the key attractions including Gold Rush City Theme Park will be part of the first-phase improvements, as will the regional shopping/entertainment center along with supporting retail and public services and facilities. Each phase thereafter will also include a blend of varied uses that create viable increments of development. Given the area's ongoing agricultural operations, phases will be defined so that premature conversion of agricultural land is avoided and ongoing agricultural operations are not disturbed as explained in Chapter VI: Implementation. The property will be gradually removed from the prevailing Williamson Act contracts. Development is assumed to occur over 30 years, so phases of development will of necessity be carried out in response to changing market conditions and technological change, without compromising the integrity or intent of the plan. Similarly, habitat enhancement in Paradise Cut will also occur in phases, taking advantage of regional programs when available.

Travellers to and from Stewart Tract will be able to use multiple modes of transportation. From I-5, I-205 and State Route 120, the Stewart Tract will be easily reached along Paradise Road, Gold Rush Boulevard/Louise Avenue and Golden Valley Parkway. About equidistant from San Francisco, Oakland, San Jose and Sacramento Airports, Stewart Tract is only 55-65 miles from these cities. With the Southern Pacific and Union Pacific rail lines running through the site and planned regional passenger train service to San Francisco Bay destinations, Stewart Tract will be on a major commute and vacation travel corridor. Private yachts and Gold Rush City Theme Park - bound delta riverboats will offer alternative means of reaching Stewart Tract, wherein the journey is an enjoyable part of a holiday.

A strong commitment is expressed in the plan for alternative modes of public transport. A multi-modal transit center with a nearby commuter parking lot are planned near the eastern end of Stewart Tract accommodating train travellers, parking for Stewart Tract visitors' cars, transit riders along Golden Valley Parkway, local and regional bus service and commuters using park-and-ride services. Multiple transportation services will be provided from the transit center to various locations on the Stewart Tract. In addition, each theme park or major attraction will include its own parking area.

Getting to the Stewart Tract and, while there, enjoying its many aspects can be accomplished without a car. Visitors will be able to leave their cars at their homes or at the transit center for the duration of their visit, instead using jitneys, buses, all manner of carriages, golf-cart-like vehicles, water taxis and also an overhead people-mover along the spine which will run down the center of Stewart Tract.

The Mossdale Village levees have been improved to meet Federal Emergency Management Agency (FEMA) standards for the 100-year flood but levee improvements are still required for Stewart Tract. As it is divided by several elevated transportation rights-of-way (I-5 and the Southern Pacific and Union Pacific rail lines) levee improvements may be made in phases for each of several areas. Regardless of the phasing of such improvements, ultimately all of Stewart Tract will be removed from the 100-year flood plain.

C. Transportation

It is a stated goal of the West Lathrop Specific Plan to incorporate solutions for alternate modes of travel to and from Mossdale Village and the Stewart Tract. This would be accomplished through integration with regional transportation systems, bringing people to the area from the San Francisco Bay region, Sacramento and Southern California. The project will have strong connections to all regional public transit as well as the interstate freeway system with a multi-modal transit center. Travel to the plan area will be accomplished through four major systems of transport: air, water, rail and freeways.

1. Regional Connections

The plan area is within about an hour's drive of the San Francisco, Oakland, San Jose and Sacramento Airports. Also, the Stockton Metropolitan Airport is within fifteen minutes away and is capable of handling the large commercial airliners currently in service. This airport incorporates a full service terminal and additional terminals for private aircraft including jets and helicopters. A shuttle bus system directly to the theme park, hotels, multi-modal transportation center and related destination resort locations will be provided.

Stewart Tract and Mossdale Village will provide private yacht and boat accommodations with several marina projects. The Gold Rush Marina, serving the theme park in particular, may provide Delta riverboat service on a daily basis from the San Francisco Bay Area. Stockton and Sacramento will also be accessible from Stewart Tract via the San Joaquin and Sacramento Rivers. See Figure EX-2: Regional Location.

Ultimately, about twenty-five percent (25%) of the visitors to the Gold Rush City Theme Park are expected to arrive by train or bus (ERA, 1994). Rail transit will be accomplished by balancing westbound commuter transportation over the Altamont rail system with eastbound visitors to the theme park. The current BART (Bay Area Rapid Transit System) extension to the East Dublin area with a connection to the Southern Pacific and/or Union Pacific rail lines will provide weekday and weekend service for travelers to the Gold Rush City Theme Park and related activity centers. On weekends, the BART and Altamont rail system parking areas will supplement the West Lathrop Specific Plan transportation solutions by allowing day visitors to utilize these parking areas. Also, three new park and ride facilities are proposed within and north, east and west of Stewart Tract. They will accommodate 500 cars initially and ultimately 2,500 cars as a contribution to the regional commuter transportation solution.

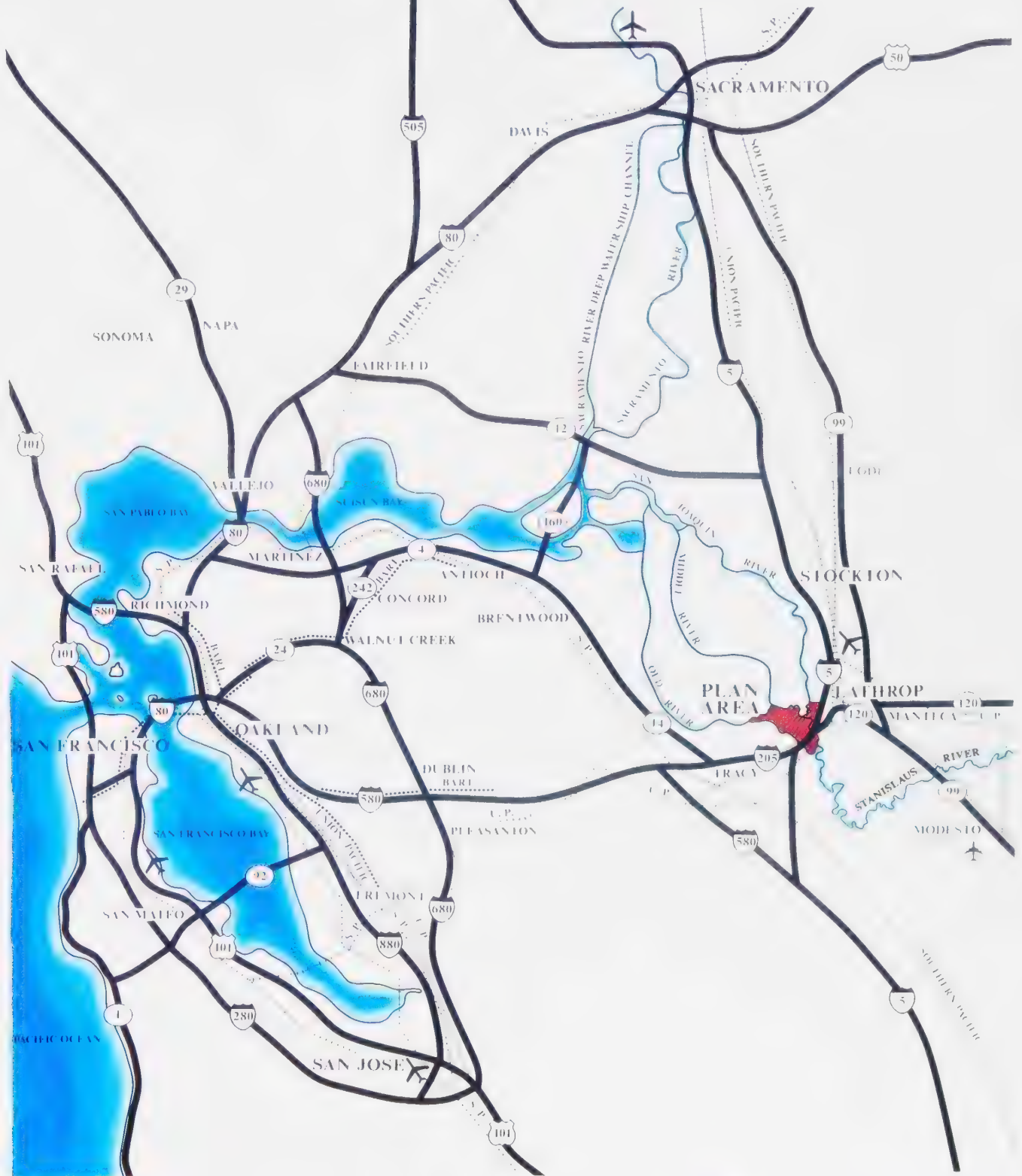
Ideally situated for bus and automobile travel, Stewart Tract and Mossdale Village sit at the confluence of I-5, I-205 and State Route 120. A parallel expressway, Golden Valley Parkway, to be situated west and north of the interstates will ultimately connect the interchanges on north I-5 at Roth Road, Lathrop Road and Louise Avenue/Gold Rush Boulevard with the new Paradise/Chrisman Road and existing MacArthur Drive interchanges on I-205. Such a system will provide an alternate local route than the freeway for automobiles and buses by connecting central Lathrop, Mossdale Village, Stewart Tract and Tracy without additionally loading the interstate highway system. The Lathrop Road and Louise Avenue interchanges and State Route 120 connection will provide direct access to the town of Manteca whereas the Golden Valley Parkway parallel expressway system will connect with Tracy via the Paradise Road and MacArthur Drive interchanges. Golden Valley Parkway, with ultimate bus, light rail and vehicular capacity, will provide access to the multi-modal transit station and the commuter park-and-ride areas at and near Stewart Tract.

2. *On-Site Transportation Systems*

Whether the visitor has arrived by public transportation or by car, there will be provisions that allow for continued local circulation without the need for an automobile. Mossdale Village will be served by a bus system and ultimately perhaps a light rail system via the Golden Valley Parkway parallel collector. Bus service within Mossdale Village will provide connections to the remainder of the City of Lathrop as well as the cities of Manteca, Tracy and Stockton and will circulate inside the plan area's residential and commercial areas.

Stewart Tract will benefit from the visionary, unique and fun transportation solutions emanating from Gold Rush City Theme Park. These may include water taxis, water buses, a gondola system, cable cars, haywagons and the like. Most of the land uses on Stewart Tract will be connected by a system of waterways for both public and private boat traffic. The internal lake system will be primarily used by electric, sail and people-powered small boats with a barge/bus system regularly circulating throughout the tract. An overhead skyway system as special as a gondola or chair ride will connect the Gold Rush City, regional shopping/entertainment center and the second theme park, stopping along the way at the themed cultural housing areas and the village center in the heart of Stewart Tract. This unique transportation spine will serve residents, employees and visitors travelling between

REGIONAL LOCATION



WEST LATHROP SPECIFIC PLAN



FIGURE EX-2
SEPTEMBER 27, 1995



their homes or rental accommodations and the theme parks, workplaces, recreation sites and community facilities.

The Stewart Tract plan area will contain a continuous circular parkway, Califia Drive, which will come within one-quarter mile of most residences and will separate the central higher density housing and commercial areas from the less dense perimeter residential areas, marina, wildlife park, campgrounds and R.V. park. Califia Drive will expedite regular bus circulation. Bus stops will be situated within easy walking distance from most of the residential and commercial areas. Dial-a-Ride programs will assist disabled persons, senior citizens or visitors.

All the residential and golf course areas will be laced with local roads as well as on- and off-street pathway systems to facilitate travel by electric golf cart type vehicles, bicyclists, roller skaters, skate boarders and all other means of electric or self-powered transportation feasible in a recreational setting.

D. Implementation

The Mossdale Village and Stewart Tract land use plans are derived from the Lathrop General Plan diagram for these areas. Similarly, these plans are consistent with the policy context established by the General Plan. In the Lathrop General Plan, flexibility in development phasing and the precise mix, density and location of uses in West Lathrop is supported. The General Plan states that variation and innovation are encouraged so long as the basic integrity of plan policies and proposals is maintained. The same premium on flexibility is inherent in this Specific Plan so long as the intent and objectives of this plan are respected.

Implementation of the West Lathrop Specific Plan will be accomplished with phases containing both private and public improvements such that phases can be self-sustaining. Increments of development will be approved following standards and processes set up in Chapter V: Community Design regarding Urban Design Concepts and Neighborhood Design Review and Chapter VI: Implementation of this plan. Development will also be based upon the West Lathrop Development Agreement and Fiscal Analysis. Each phase of development will be based on a financing plan for that area. Responsibilities for long term monitoring of the project's performance and maintenance of facilities and services have been assigned to the appropriate private and public participants in this development process.



INTRODUCTION



INTRODUCTION

A. Scope and Purpose

This is a Specific Plan for West Lathrop, the southwestern portion of the City of Lathrop's Planning Area. The West Lathrop area is at the crossroads of three of the State of California's major highways and on the fast-growing edge of the greater San Francisco Bay Area (see Figure EX-2: Regional Location). In such a strategic location, the plan area is ideally situated to become a new residential community and regional recreational and entertainment destination. It will contain a synergistic array of uses: up to four theme parks, notably the Gold Rush City Theme Park, a regional shopping/entertainment center, resort hotels, housing for visitors, employees and residents, parks, marinas, campgrounds, wildlife areas and workplaces ranging from business parks to highway-related commercial and many forms of outdoor recreation.

As the next growth area for the recently formed City of Lathrop, it can readily offer new housing, jobs, schools and resorts/entertainment that are complementary to Lathrop's already healthy economic base. In addition, the development of West Lathrop promises to contribute to the well-being of the entire region, bringing with it new transportation and transit facilities as well as unusual recreational and aesthetic attractions. The West Lathrop Specific Plan sets forth a blueprint for a development program that will benefit local and regional residents, workers and visitors alike.

Both portions of West Lathrop, Stewart Tract and Mossdale Village, are bounded by the waterways of the San Joaquin River delta (see Figure I-1: Regional Setting). This delightful estuarine environment is captured in the design of the new area. Throughout the Stewart Tract meandering waterways will weave resorts, housing and entertainment opportunities together. These internal waterways, reminiscent of the delta region's web of sloughs, will act as a dominant and consistent theme for a special way of life. Within Mossdale Village, a broad open space corridor and scenic drive next to the San Joaquin River will be linked to the village's neighborhoods via landscaped parks. Along existing and new levees, trails will link West Lathrop internally and with its surroundings.

The West Lathrop Specific Plan sets forth the vision for this new community and the practical means of realizing that vision. Pursuant to State law (Article 8, Chapter 3, Division 1, Title 7 of the Planning and Zoning Law), it describes in detail the proposed pattern of land uses, their nature and intensity, the circulation, transit, public services and utility systems needed to serve the plan area and the implementation measures that will ensure its viability. Furthermore, as stated in the City of Lathrop General Plan (p.4-A-22), "The Specific Plan shall fulfill interpretive and illustrative functions... [and] provide a set of development regulations to be applied, in whole or part, in lieu of or in addition to provision of the City's Zoning Ordinance. The Specific Plan shall also set forth the standards of architectural design, site planning, landscaping, signage and exterior building and site maintenance to be

applied and administered". These functions of the Specific Plan are carried out by this document, the Community Design Guidelines and other mechanisms described herein. (See General Plan, Section VII).

As called for in the Lathrop General Plan (Appendix B), this Specific Plan provides a thorough interpretation of the General Plan intent for this area. This is accomplished through descriptions and illustrations of the many aspects of the proposed development. In addition, the stepwise implementation of the plan and the regulatory context and development standards for doing so are herein defined. This Specific Plan will regulate the development of West Lathrop.

This plan is derived from the City of Lathrop's 1991 General Plan which calls for the development of West Lathrop in the form that it is being proposed herein. The plan is comprehensive and thorough in addressing the proposed character of the development, in providing mitigation for most of its impacts and in identifying the on-site and off-site public and private improvements necessitated by each phase of growth.

The General Plan states that flexibility is an important tenet of the City's policy framework (p. 7-1):

"The word 'general' is a key to understanding the nature of policies and proposals. It implies overall agreement on major issues without a straightjacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies the need for adjustment of policies and proposals as changing conditions may dictate. While not inflexible, neither is the Plan to be viewed as being so flexible as to accommodate whatever position or policy may be sought through interpretation.

"A properly administered General Plan demands that the rule of 'reasonableness' be applied to permit flexibility, variation and adjustment as long as the integrity of basic policies and proposals is maintained. However, any changes that are desired must result from careful study (as required by the State Planning Law). Such study must be made independent of pending applications for controversial development proposals, temporary fiscal problems and other 'matters of the moment'. The policies and proposals of the Plan are not intended to be changed or twisted to accommodate special interests, whether public or private."

Although many details of the future development of West Lathrop have been defined and will be regulated by this Specific Plan, a degree of flexibility is still necessary to allow the City and Project Proponents to create the best development possible. Primary areas in which flexibility is allowed are in consideration of the design of commercial concentrations (General Plan, p.4-A-13), especially recreational commercial uses and entertainment attractions (General Plan, p.4-A-19-20) and housing/accommodations in Mossdale Village and Stewart Tract. For these uses, market influences and technological innovation can have a substantial beneficial effect on the quality of West Lathrop development.

B. Location

The West Lathrop Specific Plan area is comprised of Stewart Tract, approximately a 5,794 acre tract and Mossdale Village, a 1,161 acre area. The plan area is located in California's Central Valley in the upper reaches of the San Joaquin River delta. It is due west of the current city limits of the City of Lathrop and northeast of the City of Tracy's Sphere of Influence. The plan area is at the intersection of Interstate 5 (I-5), Interstate 205 (I-205) and State Route 120. It is located south of where the Old River and the Middle River branch out from the San Joaquin River. (See Figure I-1: Regional Setting.)

West Lathrop is currently in San Joaquin County and within the City of Lathrop's Sphere of Influence, except the corner east of I-5 which is within the City's General Plan study area (see Figure I-2: Site Features).

The West Lathrop area is within 1-1½ hours drive from the major employment centers of the Bay Area, including San Francisco, San Jose and the Tri-Valley area. It is within five minutes of the substantial, growing job base in Lathrop, within ten minutes of the Tracy and Stockton downtown areas and about one hour from Sacramento. The plan area can be reached by driving about one hour from the San Francisco, San Jose, Oakland and Sacramento Airports; Stockton and Modesto Metropolitan Airports are within fifteen minutes.

The West Lathrop plan area's eastern boundary, I-5, is the current western city limit line for the City of Lathrop. On the southwestern edge of the plan area is Paradise Cut, a waterway that defines the northeastern edge of the City of Tracy's General Plan boundary. The northwestern and northern edges are shaped by the Old River and the main branch of the San Joaquin River. The northern boundary meets I-5 at Louise Avenue extends west from the City of Lathrop.

C. Planning Approach

The 1991 Lathrop General Plan describes the City's development concepts for its Sub-Plan Area's #1, 2 and 3. Sub-Plan Area #1 is east of I-5, Sub-Plan #2 and #3 are west of I-5 and include all of West Lathrop. Mossdale Village is about 48% of Sub-Plan #2; Stewart Tract, dubbed "Gold Rush City Theme Park" in the General Plan because of the area's most prominent proposed theme park, is most of Sub-Plan Area #3. Although this Specific Plan does not address all of West Lathrop, it addresses most of it so the name West Lathrop has been adopted for use herein. References herein to "Stewart Tract" apply to all of the tract; "Gold Rush City Theme Park" refers only to that theme park part of Stewart Tract.

1. A Plan Consistent with the Lathrop General Plan

The overall land use program, arrangement and intensity of West Lathrop land uses are set forth in the General Plan. With the General Plan as the foundation, the preparation of the West Lathrop Specific Plan has been a process of amplifying the vision; defining and refining the land use concepts for Stewart Tract and Mossdale Village and establishing a realistic

implementation plan. Pursuant to State Planning Law, this Specific Plan's policy basis is the Lathrop General Plan. As Chapter II: Plan Objectives indicates, multiple plan objectives were derived to guide the planning process and they correspond to each of the General Plan's major goals. Furthermore, as referenced throughout this document, this Plan implements the General Plan's policies and proposals, achieving consistency with each element of the General Plan.

As called for in the City of Lathrop's "Minimum Requirements for preparing a Specific Plan for Mossdale Village", the task undertaken in this Specific Plan has been "to blend planning and design decisions for large sections of acreage into an integrated whole that will give desired shape and dimension to the urban form that is called for in concept by the General Plan".

Through the city approval process of initial and subsequent entitlements, each phase of development will be scrutinized for consistency with city policy. An Urban Design Concept sharing all design features of the proposed land uses will be required for each development area as defined in Chapter VI: Implementation.

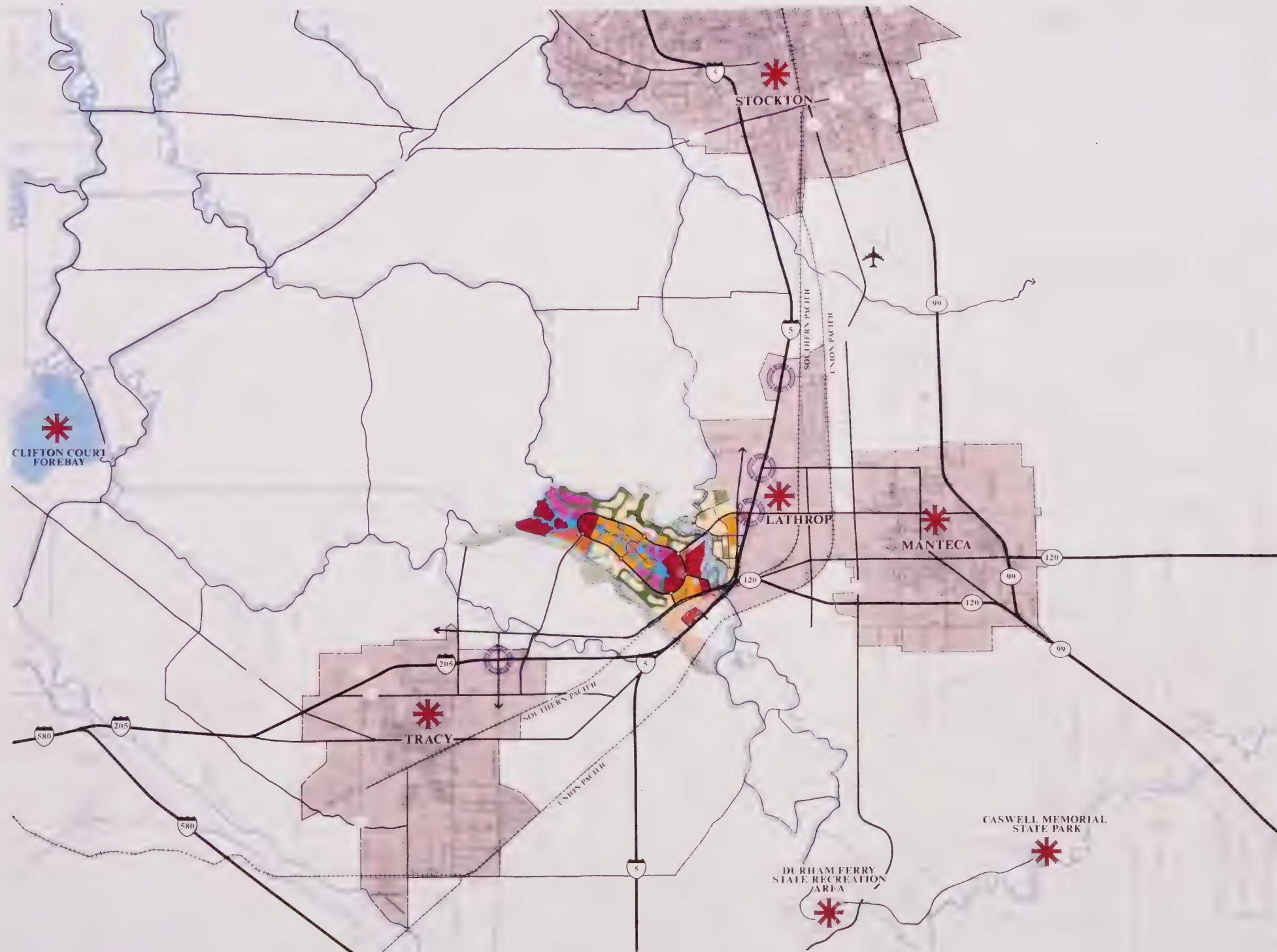
2. A "Mitigated Plan"

Prior to and during plan preparation, several detailed environmental studies were undertaken to identify potential plan impacts and allow for plan modifications which either eliminate the potential impact or mitigate it. The 1991 General Plan called for studies regarding: biological resources, cultural resources, soils, transportation/circulation/traffic, air quality, noise/light/glare and fishery resources. All of these topics as well as hydrology were examined to aid in the preparation of the initial draft Specific Plan. The intent was to minimize plan impacts and to provide realistic development proposals.

These studies, together with a substantial amount of environmental analysis conducted by the consultant team while preparing the City's Environmental Impact Report (EIR), generated a preliminary list of potential significant environmental impacts of the Specific Plan and mitigation measures to lessen or avoid those impacts. This information then lead to Specific Plan changes that mitigate potential environmental impacts.

The purpose of the several steps in the environmental analysis was to identify and respond to environmental issues during rather than after the completion of the draft Specific Plan. The mitigation measures mentioned above have been incorporated into this Specific Plan and will act to mitigate or avoid environmental impacts that might otherwise result from plan implementation. The West Lathrop Specific Plan Environmental Impact Report will therefore evaluate the potential impacts of (and recommend additional mitigation measures for) a Specific Plan that already has responded to many potential environmental issues. By engaging in multiple phases of environmental analysis rather than one, the solutions to environmental issues have been woven into the fabric of the Specific Plan to the maximum extent feasible.

REGIONAL SETTING



STEWART TRACT/MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

To assist the public in seeing how the Specific Plan responds to potential environmental impacts, Part IV of the EIR will identify those impacts and mitigation measures already addressed in the Specific Plan. Part V of the EIR will identify the remaining impacts of this "Mitigated Plan" and recommend additional mitigation measures to lessen or avoid those remaining impacts to the extent feasible.

3. *A Collaborative Planning Process*

Although the responsibility for Specific Plan adoption rests with the City, the preparation of this Plan has been a collaborative effort. The Mossdale Village landowners have agreed to jointly sponsor the planning for Mossdale Village. The planning effort for the Stewart Tract has been sponsored by the Calafia Development Company. The City has been working with all participants to ensure a thorough plan is prepared which carries out the General Plan in the public interest.

The planning for Stewart Tract began when extensive market research indicated that this locale is ideally situated for the development of the Gold Rush City Theme Park that would draw visitors from all over California as well as the rest of the nation. The location described above, coupled with the benign weather, local history, regional demographic characteristics and many means of access to the area (by road, rail, water and air) make it an ideal site.

At the same time, the newly incorporated City of Lathrop was preparing its first General Plan. The City noted that it had a higher jobs/housing base than any other San Joaquin County city and would welcome the additional housing that the development of West Lathrop could offer. Also, it sought the economic diversity that theme parks, sports and all of the associated uses, such as hotels, shopping, vacation/recreational housing, and recreational opportunities could offer. With common goals, the major landowners and the City have collaborated to prepare a plan that creates the unusual opportunity for multiple theme parks and other forms of resort, recreation and entertainment while contributing to the healthy economic development of the city and providing a wide variety of job and housing opportunities.

4. *A Plan That Carries Out A Vision*

As envisioned by the General Plan and the Project Proponents, the West Lathrop area is to be a mixed use development complementary to existing Lathrop and the region. A primary destination for visitors and primary residence and/or workplace for others, the area is to meet diverse needs. This plan area is to provide a great deal of housing that varies in density, style, size, tenure and amenities to meet a broad spectrum of housing needs.

On Stewart Tract, the major complex of recreational/commercial/entertainment uses is seen as a cluster of region-serving uses that can provide Lathrop with permanent employment opportunities and considerable economic returns. The plan area is also seen as a resource area that could contribute regional, community, village and neighborhood level recreation and open space --- enhancing natural riparian habitat while mitigating and creating new opportunities for wildlife habitat. In addition, because of the opportunity to create a

comprehensive plan for West Lathrop, it was anticipated that roadway, waterways and trail networks would be devised to integrate, link and beautify the variety of future land use activities. With the magnitude of the West Lathrop plan area, many new transportation services and facilities were also conceived that would enable West Lathrop to function well while easing some of the region's traffic concerns.

There is a shared vision that the Gold Rush City Theme Park will be an exciting and animated place, day and evening, which spurs the growth of housing and recreation to meet any type of vacationer's or resident's needs; generates the need for memorable landscaped gateways to and parkways in West Lathrop and offers a beautiful system of waterways evoking the region's natural heritage. The vision for Mossdale Village is a community with pleasant neighborhoods linked by a system of trails to a broad river open space corridor and to a lively village center.

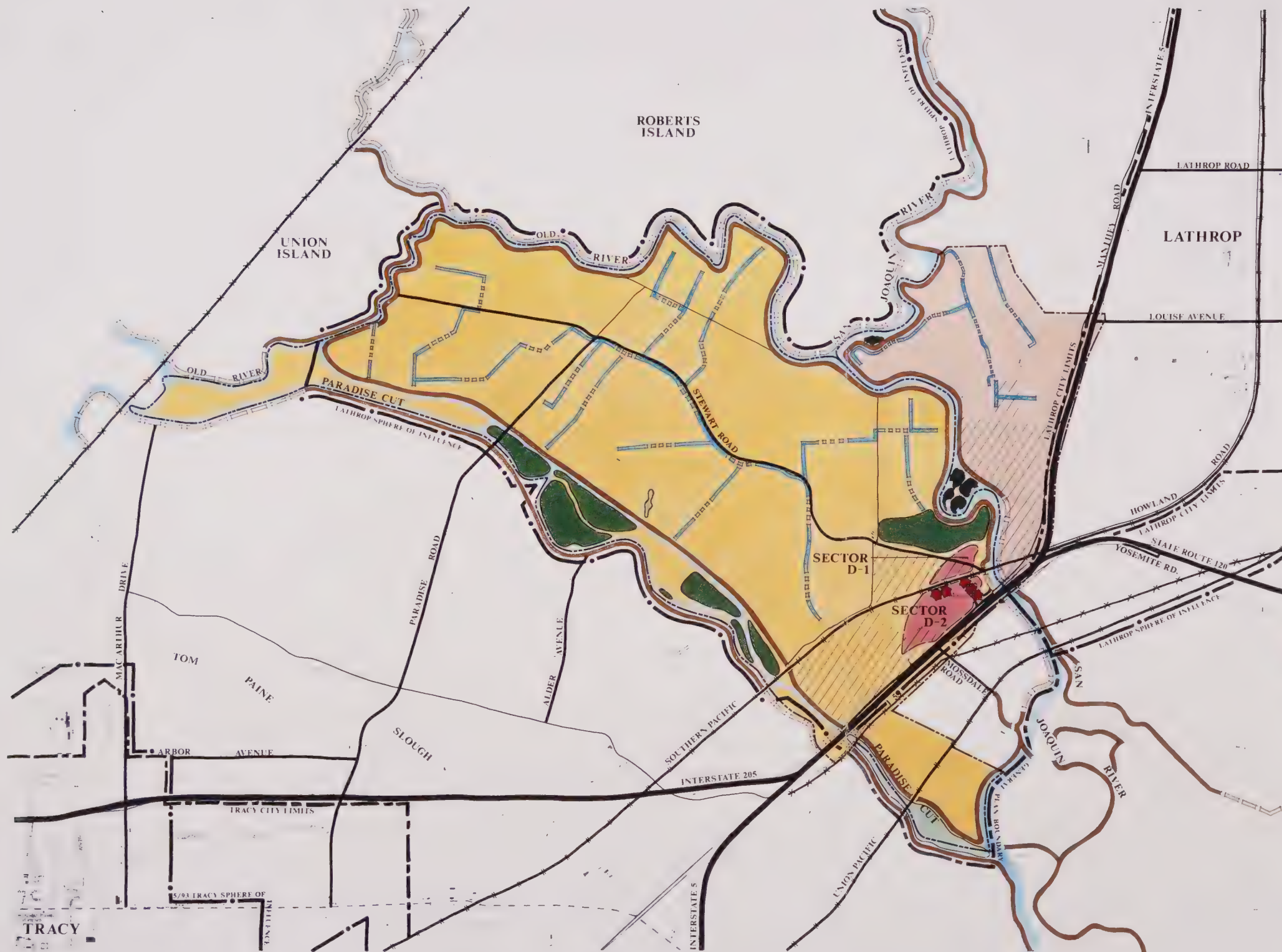
D. Site Conditions

1. Physical Features

The plan area topography is relatively flat with slopes falling gently to the northwest at a gradient averaging less than one percent between I-5 and Old River. Stewart Tract elevations range from 5-15 feet above sea level, unlike most delta tracts which are below normal river elevations due to dewatering and subsidence. Mossdale Village elevations range from about 15 feet near I-5 to 7-8 feet next to the San Joaquin River.


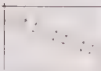

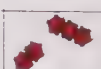
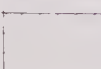



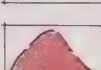

In order to provide primary flood control protection during the winter and spring months, the Stewart Tract plan area is surrounded by approximately 17 miles of levees and Mossdale Village is bounded along its western edge on the San Joaquin River by 3.5 miles of levees. The levees around Stewart Tract currently do not meet Federal Emergency Management Agency (FEMA) standards for 100-year flood protection of inhabited areas. They are Corps of Engineers project levees protecting the tract from the 50-year flood event. Paradise Cut is seasonally flooded receiving San Joaquin River high winter flows. The Mossdale Village levee does meet FEMA standards, adequately protecting the Mossdale Village area from 100-year flood hazards. This levee system varies in height and width according to location. Around the perimeter of the plan area, on either side of the adjoining waterways, there are approximately 9.5 miles of levees with roads and 22.7 miles of levees without roads (see Figure I-2: Site Features). Stewart Tract falls under the jurisdiction of Reclamation Districts Nos. 2062 and 2107 and Mossdale Village is under Reclamation District No.17. These districts are locally managed by the landowners.

The San Joaquin River which flows from south to north is relatively shallow near the plan area. With some naturally vegetated banks and some riprap edges, the river is typically about 200-500 feet wide. Near the plan area the Old River is somewhat deeper, 150-250 feet wide and has riparian edges. Under typical conditions, the water flow in all of these rivers in this area is quite slow. The State Department of Water Resources and Department of Fish and



SITE FEATURES

LEGEND

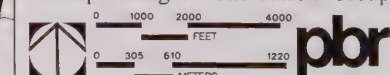
-  LEVEES WITH ROADS
-  LEVEES
-  TRANSMISSION LINES
-  BRICK SILOS
-  NON-WILLIAMSON ACT
-  DRAINAGE
-  ORCHARDS
-  WETLANDS-PER 1991 GENERAL PLAN
-  AGGREGATE RESOURCES
-  OPEN SPACE RESERVE

NOTE: For this figure, the Lathrop Sphere of Influence and the General Plan boundaries are the same except for the additional General Plan area in the lower right corner of the drawing.

STEWART TRACT/MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA



SEPTEMBER 27, 1995 **FIGURE I-2**
Concept Design: The Jarrett Group



Game intend to insert a seasonal fish diversion dam in Old River just west of where it joins the San Joaquin River.

2. *Climate*

West Lathrop is characterized by a semi-arid climate with hot, dry summers and cool, moist winters. Prevailing winds from the northwest with a mean hourly speed of 10 miles per hour and marine breezes which flow through the Carquinez Strait following the course of the San Joaquin River heavily influence the plan area. Easterly winds are cool and northerly winds are warm or hot. The Coast Range Mountains, located to the west, moderate the marine influence.

3. *Geophysical Conditions*

The subsurface is comprised mostly of silty and sandy clay soils which have moderate to low permeability and need to be artificially drained. The site is crisscrossed by manmade and natural drainage ditches and rural paved and unpaved roads. The ditches, varying from 30 to 20 feet in width and averaging from 1-5 feet deep, form the site's maintained agricultural irrigation system and assist in stormwater drainage. The ditches are supplemented by underground pipes, many of which may be buried in the levee walls adjoining the cultivated areas, and pumps along the perimeter of the plan area. Water in the ditches flows generally in a west-northwestly direction on Stewart Tract; it is then pumped into Paradise Cut. In Mossdale Village, it flows west and is pumped into the San Joaquin River. Typical delta floodplain soils underlay the area although here there is more sand; no peat soil has been found. In some areas, there is risk of liquefaction during seismic events. Although in a few areas the combination of soils and the high groundwater table has caused sinkholes, the ground is generally suitable for more intensive development with conventional engineering improvements.

The State Mining and Geology Board has designated a portion of Stewart Tract as containing regionally significant sand resources. As shown on Figure I-2: Site Features, two areas on either side of the Southern Pacific Railroad right-of-way contain sand resources. These are areas where adequate information indicates that significant mineral deposits are present, or "where it is judged that a high likelihood for their presence exists," per the 1988 California Department of Conservation Report. The areas of Stewart Tract to which this designation applies are sectors D-1 and D-2 on Figure I-2: Site Features.

4. *Vegetation*

The major plant community and wildlife habitat types occurring in the West Lathrop plan area include irrigated field and row crops, orchards, riparian habitat, open water (rivers) and canals. Stewart Tract and Mossdale Village are intensively managed for agriculture, include alfalfa, safflower, sugar beets and corn. Most vegetation along the levees surrounding West Lathrop is cut down and/or burned, apparently in accordance with levee maintenance requirements of the U.S. Army Corps of Engineer and the local reclamation districts. All

habitats within the plan area have been greatly modified by human activities; there are no natural or undisturbed vegetative communities here, except thirty-one acres of land owned by the Reclamation District. This land, along the Mossdale Village edge of the San Joaquin River, has been designed as a Valley elderberry longhorn beetle mitigation site. It has been recently planted with elderberry shrubs and contains Fremont cottonwood and Valley oak trees.

Riparian habitat occurs around most of West Lathrop along the San Joaquin River and Old River. The dominant vegetation types include various species of trees, such as Fremont cottonwood, Valley oak and Goodding's black willow, and shrubs such as willows and California button willow. The primary riparian concentration occurs within Paradise Cut. This riparian corridor continues to be substantially disturbed due to the clearing of brush from the canal edges for agricultural purposes. The dominant overstory vegetation in Paradise Cut intergrades among three remnant riparian community types: Great Valley Cottonwood Riparian Forest, Great Valley Mixed Riparian Forest, and Great Valley Valley Oak Riparian Forest.

Fallow ground and edges of fields in the plan area contain primarily introduced, herbaceous species. Common annual species include Black mustard, Yellow star thistle, Rapeseed, Filaree and bromes. Common herbaceous perennials include Johnsongrass, Bermuda grass and Curly dock.

5. Wildlife

Prominent wildlife habitat features in the plan area include agricultural fields and orchards and the riparian and wetland habitats along the San Joaquin River, Paradise Cut and Old River. Wildlife consists of mammals, numerous birds and various reptile species. Common wildlife species observed in the plan area include Desert Cottontail, Opossum, Jackrabbit and Striped Skunk. Swainson's Hawk, a state-listed threatened species, was previously known to occur in the area and was observed during recent studies.

The fallow ground provides nesting and foraging habitat for burrowing animals and other terrestrial wildlife. The grasslands provide foraging habitat for birds such as raptors (birds of prey), yellowbilled magpies, mourning doves, scrub jays, ring-necked pheasants and blackbirds.

Specific wetland features in the plan area include the San Joaquin River, Old River and Paradise Cut, a permanent pond (approximately 10 acres) on Stewart Tract and a smaller one in Mossdale Village, and an intermittent drainage canal parallel to Stewart Road. Wetland habitats in the plan area are riverine and palustrine.

The western section of Paradise Cut is tidally influenced via connections with Old River. Water flow in the other portions of Paradise Cut is influenced by farm operations which pump water into the channels of the Cut. During the spring and summer, water is normally pumped from the San Joaquin River into Paradise Cut to support farm operations on Stewart Tract.

A rock dam (called Paradise Dam) at the intersection of the Cut and the San Joaquin River normally prevents water from flowing into Paradise Cut from the San Joaquin River, except in high winter flows or flood stage events. However, there may be some influx of water into Paradise Cut from the San Joaquin River through Paradise Dam or via subsurface aquifers. Flood protection from the San Joaquin River and Old River is provided by engineered levees constructed of native soil and rip-rap.

The above text is based upon a report by the Sycamore Environmental Group (1994) which was a detailed analysis, including a literature search, agency consultations, biological field studies, wetlands delineation and an evaluation of special-status species and communities provided as attachments to the EIR. The species studied were the San Joaquin Kit Fox, Riparian Brush Rabbit, Riparian Woodrat and Swainson's Hawk. Also, a Fishery Resources Assessment was done about the waterways. The complete report is an appendix of the West Lathrop Specific Plan Draft EIR (1995).

6. *Easements*

Existing PG&E easements in the West Lathrop Specific Plan area include a 12" collection line that supplies gas at 825 PSIG which operates within a 30 foot right-of-way at the western tip of Paradise Cut. A 10" main/Louise Avenue distribution feeder serves several major customers along Louise Avenue and in the Lathrop area. The 10" distribution line is designed for 720 PSIG but normally operates at 400 PSIG. Two electrical lines are located within the plan area. Across the westerly tip of Paradise Cut, a 230 kV line runs in a 120-180 foot wide right-of-way. Between I-5 and the Union Pacific alignment, a 115 kV line runs in a 115 foot wide right-of-way. Other smaller distribution lines serve development currently within the plan area.

7. *Existing Uses in the Plan Area*

The site is predominantly used for agriculture, including row crops such as small grains and alfalfa. There is a horse boarding and training ranch on Stewart Tract and there are also nut orchards in Paradise Cut and in the southern half of Mossdale Village. A business selling landscape materials is located at the Gold Rush Boulevard entrance to Mossdale Village.

Built structures in the plan area include about 35 homes dispersed throughout the 6,900 acres, many with associated farm buildings such as barns or water towers. Near the existing Mossdale-Manthey/I-5 interchange are five tall, cylindrical brick silos that bring distinction to the area. Other structures include the large, black Southern Pacific Railroad bridge crossing the San Joaquin River near I-5 and miscellaneous small pumps or structures. This bridge is documented as the last link in the continental rail land bridge traversing the United States.

On the San Joaquin River near the Manthey Road bridge is a houseboat marina and bar/restaurant as well as some homes on the adjacent riverbank. Across the river is the Mossdale Crossing County Park. It provides boat launch facilities, a picnic area and parking. There are no other public facilities in the plan area.

Most of the Specific Plan area is subject to agricultural preservation contracts with San Joaquin County pursuant to the provisions of the Williamson Act. As development proceeds, land will be removed from the Williamson Act by cancellation or nonrenewal on a phased basis. (See Chapter VI: Implementation). In some instances, land in the Specific Plan area will be needed for urban development prior to the expiration of the Williamson Act contract or contracts affecting such land. In such instances, provided a notice of nonrenewal of the relevant contract has been given, the applicant may petition the City for its cancellation of such contract. To approve any such cancellation request, the City must find substantial evidence in the record to support the findings required by the Williamson Act.

8. *Surrounding Uses*

The south, west and north edges of the West Lathrop plan area, are all used for agriculture. This includes alfalfa, row crops, small grains and orchards. The eastern edge of Mossdale Village is formed by I-5 which separates the plan area from the more developed City of Lathrop. Across the interstate highway is a range of uses from highway commercial, new discount retail and industry to undeveloped parcels of land. To the southeast is the nearby Mossdale Trailer Park, a mobile home park and about a mile away, the Oakwood Lake Resort.

9. *Access*

Currently, there are several points of vehicular access to the plan area. Mossdale Village can be reached via the Louise Avenue interchange with I-5 or via Manthey Road from north or south. All existing local Mossdale Village roads stem from Manthey Road which runs parallel to I-5 on its western side.

Stewart Tract is accessible from the Mossdale/Manthey ramps with I-5 and from Manthey Road from the north. Also, Paradise Drive extends from the westerly end of Stewart Tract to Arbor Avenue then to MacArthur Drive and I-205. Stewart Road which runs the length of the tract extends westerly from Manthey Road and intersects Paradise Road in the central part of the tract. There is presently no bus service to or through Mossdale Village or Stewart Tract.

10. *Demographic Context*

The West Lathrop area is located in a major corridor of growth which extends from the San Francisco Bay area. The area continues to feel the pressure of Bay Area employment growth primarily in the form of housing demand and is establishing itself as an employment center as well. The City of Lathrop is well-situated to provide both new housing and jobs for the region's growing population.

A study completed in March 1994 by ERA, entitled "Development Potentials for Gold Rush City" for Calafia Development Company examined the market context for the development of the varied uses on Stewart Tract. In summary, the study concluded that:

- The Gold Rush City Theme Park can, as a moderate-investment theme park, attract a range of 1.8-2.4 million visitors per year. A secondary attraction may draw 400-600,000 visitors per year. If Gold Rush City Theme Park is a major investment theme park, attendance could exceed 4.0 million annual visitors.
- Stewart Tract resort and overnight lodging could amount to 3,000-5,200 rooms, including a golf-oriented resort hotel and 500-700 motel units depending upon the scale of investment in the theme park.
- The Central Valley housing market continues to exhibit healthy demand for housing such that the West Lathrop housing units could likely be absorbed over 25-30 years.
- Although regional commercial uses will compete over the long term with other regional retail developments, the potential for highway commercial, resort and resident serving retail will grow as the theme park does.
- For Stewart Tract, local tax revenues and total employment will be substantial.

A subsequent study was completed for the City of Lathrop by the Sedway Kotin Mouchly Group to ensure objective evaluation of these same topics.



PLAN OBJECTIVES



PLAN OBJECTIVES

The Lathrop General Plan (1991) sets forth the broad aspirations of the City for its ultimate physical form and social and economic well-being. The development of the West Lathrop area will contribute substantially to the achievement of those goals. In this chapter, the ways in which the West Lathrop area assists in meeting citywide goals are described. Below, the nine broad General Plan goals are followed by text regarding West Lathrop's role in shaping the City's future.

General Plan Goal No 1: Balancing the Social and Economic Costs and Benefits of Urbanization.

Objective 1A: Add to the economic vitality of Lathrop by providing more local jobs, homes and revenue-generating land uses.

Development in West Lathrop will include a wide array of land uses, including about 2,000 acres of job-generating activities. Workplaces in West Lathrop will encompass a range of job levels in the theme parks, sports facilities, resort hotels, regional commercial, service commercial, parking structures, motels and highway-oriented and neighborhood-serving retail services. Theme parks are major employers, as are the many other proposed commercial uses. Persons of all income levels and skills will be employed here in all types of job classifications. In addition, many jobs are expected to be generated in the construction industry as buildout occurs over a twenty-five year period.

Up to 11,700 new dwelling units may be built here, offering a range of types of residences. From these homes, substantial property tax revenues will accrue and significant amounts of disposable income will be spent nearby. From the many retail/commercial uses, retail sales tax from which the City benefits will be generated. The several hotels and motels will also generate substantial transient occupancy tax.

Objective 1B: Ensure that the planned development in West Lathrop is both financially and fiscally viable.

The implementation of the West Lathrop Specific Plan will have a beneficial fiscal impact on the City of Lathrop. Once the plan is developed the city property tax revenues will have increased substantially and sales tax revenues and transient occupancy tax associated with the theme park and retail commercial uses will have grown as well. These uses will be the economic engine for the continuing growth of Lathrop. The phased increments of growth in property tax base, hotel taxes and sales tax revenue and other cost/revenue factors anticipated as a result of the development of the plan will be part of the West Lathrop Development Agreement and Fiscal Analysis (October 1995).

To ensure that fiscal and financial impacts are anticipated and fairly shared, per Chapter VI: Implementation, the obligations for the phased construction of the new roads, utilities, bridges

and community facilities will become part of the City's Capital Facility Fee established for Mossdale Village. Also, it may be necessary for the City to require dedication or otherwise negotiate for the acquisition of certain properties for the timely provision of new roads and utilities; such a cooperative effort will be needed to balance the economic costs and benefits of the plan. For the Mossdale Village area, the principles for the sharing of costs are incorporated in Chapter VI: Implementation. For Stewart Tract, the provisions will be recorded in the Stewart Tract Development Agreement.

Objective 1C: Program the timely provision of public improvements with each phase of private development.

A key phasing principle of this Specific Plan is that private development phases shall include all necessary public improvements to meet City performance standards (such as roadway level of service), safety standards (such as for emergency evacuation) and Specific Plan standards for quality of community development (such as residences having parks nearby that are built in a timely manner). In Chapter VI: Implementation, the tables and maps showing phasing indicate how the improvement of roads, trenched utilities, open space, schools and parks is tied to private development. The timely provision of adequate utilities is likewise tied to city health and safety standards for new residences, workplaces or other occupied spaces. The elementary schools will be constructed and ready when student populations necessitate them.

Objective 1D: Pace the provision of utilities and public services with a manageable rate of urban development.

The Specific Plan process has involved close collaboration between the Project Proponents and the City to establish a pace for the provision of utilities, roadways and public services that is in keeping with the City's objective of achieving a rational rate of city expansion and probable market demand. Key elements such as the provision of water and sewer service to the West Lathrop area have been carefully considered to ensure that either (a) development in West Lathrop is paced to match the City's ability and willingness to provide such services and allow growth or (b) development in West Lathrop includes its own such services and/or facilities to meet a schedule for West Lathrop development agreed upon between the City and Project Proponents.

Objective 1E: Expedite the construction of initial development phases in Stewart Tract that will act as catalysts for subsequent development.

Major attractors of new visitors, residents and workers such as theme parks or convention centers will be the catalysts for the development of the full range of uses expected in West Lathrop. These attractors include the theme parks, major commercial activities, hotels and residential areas. Once these are in place, retail uses and other services, marinas and community facilities will follow. The major attractors are the "anchors" for each of the areas of development, with the Gold Rush City Theme Park being the primary Phase One land use (see Chapter VI: Implementation).

General Plan Goal No. 2: Equal Opportunity

Objective 2A: Provide diverse types of housing in West Lathrop that respond to the needs of a destination resort and associated employment as well as regional housing needs.

There is a very wide range of types of housing proposed for West Lathrop. Larger lots with large homes at low densities (3-5 du/ac), small homes on smaller lots (7-12 du/ac), multiple family housing (12 - 24 du/ac) and all densities and housing types inbetween are possible. In Mossdale Village, this housing will be traditional, although much of the Stewart Tract accommodations will be a mixture of guest accommodations. Also, the scale of the West Lathrop development will allow for great variety in the type of neighborhood amenities associated with the various housing types. A great deal of choice will be possible when choosing to buy, share or rent a home in West Lathrop. Housing prices and rents will vary considerably, especially as the housing construction industry continues to diversify and to devise ways to meet all households' housing needs.

Complementing the varied existing and projected population in Lathrop and nearby, there will be broad housing choice in West Lathrop. The range of housing types will complement the many employment opportunities in West Lathrop as well.

Objective 2B: Enhance the diversity of subregional labor market opportunities and job training capabilities.

The wide array of business enterprises proposed for West Lathrop means that a wide range of job opportunities will be created. Beginning with construction jobs, untrained workers to highly skilled specialists will be needed to design and build all of the theme parks, entertainment, recreational commercial and residential uses. Similarly, the conduct of all the West Lathrop businesses will require daily maintenance workers, middle management and their staff and executives. Over time almost all classifications of labor will be required for West Lathrop to function well.

Objective 2C: Provide community services that meet the varied needs of West Lathrop households.

Hand in hand with the provision of housing choice in West Lathrop is the allocation of key locations for community facilities that will serve the West Lathrop citizens and, especially in the case of parks, will serve the entire City of Lathrop. A high school, six elementary schools, a library, cultural center, senior center and numerous outdoor gathering places will be built as part of the West Lathrop land use program. Two combined elementary school/parks sites are in the residential areas of Mossdale Village and four are allocated for Stewart Tract.

Both Mossdale Village and Stewart Tract have village center areas in which community facilities would be readily accessible to most West Lathrop residents. It is suggested in Chapter III: Land Use that the array of possible community facilities in Stewart Tract includes a seniors center, civic center (for public gatherings and events), art center, cultural center,

nature center, library and wellness center. Mossdale Village has the capacity for a similar range of community facilities, to be aggregated in and around its village center. At this time, no community uses are being excluded from consideration.

General Plan Goal No. 3: Community Identity

Objective 3A: Develop a well-integrated and harmonious pattern of visitor-oriented and resident-oriented land uses within West Lathrop.

In the design of Mossdale Village and Stewart Tract, care has been taken to allow visitor-oriented and resident-oriented activities to co-exist harmoniously. In Mossdale Village, workplace areas are separated from the residential areas by substantial roadway widths. Also, circulation plans will not require business-related trips to go through the quieter neighborhoods. The public river's edge open space corridor in Mossdale Village, which will become an open space that West Lathrop residents share with all of Lathrop, is concentrated on the western edge of the Mossdale Village neighborhoods.

In Stewart Tract, there are two concentrations of activities, with most of the visitor-oriented recreation/entertainment activities located within the core as defined by Califia Drive. Outside of Califia Drive, residential uses and related activities such as a marina and golf predominate. Throughout the plan, waterways and roadways between uses further assist in creating the compatibility needed to make Stewart Tract a desirable place to live, visit, work and play.

Objective 3B: Provide central areas that act as focal points for community events, social gatherings and convenient shopping.

Each village center, neighborhood center, school and park is situated to encourage public use, whether for large or small gatherings or events. These areas are centrally located, connected to other uses by off- or on-street trails and sized to meet the needs of the surrounding community. The village centers are programmed to allow both community facilities and retail, which bring neighbors together into a social setting. The overall park program will include areas for organized and informal sports and activities, especially where schools and parks are combined.

The village center and neighborhood centers will act as focal points in Stewart Tract. The village center, a fairly intensive activity center, is located amidst all of the medium density housing in the middle of the core area. It will be accessible by vehicular, sidewalks and water; it will be visible from many aspects. The two outlying neighborhood centers will be major gathering places for events, social gatherings and errands for Stewart Tract residents in the lower density residential areas around the perimeter of the plan area.

Objective 3C: Link all key activities such as schools, parks and retail with landscaped parkways or pedestrian-oriented corridors which encourage non-vehicular travel.

The majority of the major streets in West Lathrop have parkway or waterfront edges with trails for pedestrians' and bicyclists' use, to encourage people to travel without using their cars. In addition, the land use patterns are designed so that off-street trails can be constructed between uses to connect the many activities in the plan area.

Objective 3D: Create ample outdoor and indoor areas for public gatherings and events that offer the chance for entertainment, education, relaxation and recreation for West Lathrop residents.

The open space system in West Lathrop will contribute greatly to the supply of Lathrop public gathering places. It will afford residents and workers in the area the chance for more organized sports, more contemplative places, more views and vistas (from the levees) and more informal areas such as those needed for a birthday party, picnics or barbecues. Plazas and patios are expected to be a part of the park setting in and around the village centers, allowing for art displays and other types of festivals. In addition, in the village centers there will be indoor facilities for lectures, dance classes, indoor games and the like, provided typically within community and/or seniors centers.

Objective 3E: Focus neighborhoods around local schools and parks that are linked along a network of non-vehicular rights-of-way.

The neighborhoods in West Lathrop are woven together by the streets and trails that will criss-cross them. These circulation routes will provide the ways for neighbors to reach the central school/park in their neighborhood, their friends' homes and the village center in a safe and enjoyable manner.

The two neighborhoods in Mossdale Village will be oriented around the two elementary schools which will be built with adjoining neighborhood parks. Here, parents, families and friends will meet as part of school activities or weekend recreation. The two neighborhoods are further linked to the larger fabric of West Lathrop by trails to the village center where community, shopping, personal services, cultural and dining activities will bring people together. The open space corridor and scenic drive along the river will similarly unify the plan area. In Stewart Tract, each school/park is nestled within a residential area which could contain off-street trails that neighbors can use.

Objective 3F: Establish distinctive gateways welcoming travellers to West Lathrop.

Along the major access routes to West Lathrop, there will be both significant landscaped roadway corridors and roundabouts with eye-catching landscaping and monumentation. Along Gold Rush Boulevard, parkway landscaping will signal to travellers that they have reached Mossdale Village and are en route to Stewart Tract and the Gold Rush City Theme

Park. At the westerly end of Gold Rush Boulevard is a major roundabout, the center of which will display a monumental themed sculpture and landscaping. A similar roundabout is proposed where Paradise Drive reaches Califia Drive near the western village center in Stewart Tract. The traveller along Califia Drive will enjoy a well-landscaped right-of-way and three other designed roundabouts as well.

It is the intention of the Project Proponent to commission the design and construction of a "signature bridge" to signify at the Gold Rush Boulevard Bridge that the traveller is arriving at a special place, the home of the Gold Rush City Theme Park.

Objective 3G: Create signature landscaped parkways and waterways that define an attractive image for West Lathrop.

As described above, each of the major roadways in Mossdale Village and Stewart Tract will be distinctively landscaped, contributing to the quality of all of Lathrop. The waterway edges in Stewart Tract will also be landscaped in a variety of ways, including soft greenery treatments, dockside edges, formal gardens with pathways as well as concrete edges for amphitheaters and other types of shared or private contemplation of the water. Although most of the waterway edges in Stewart Tract will likely be for private use, key sections that provide community-wide trail linkages will be provided.

In Mossdale Village, a scenic drive is planned paralleling the San Joaquin River levee and the open space corridor which abuts the levee. With the planned landscape improvements, this drive will be an attractive aspect of Mossdale Village.

Objective 3H: Enrich Lathrop's way-of-life along the San Joaquin River by including generous open space, access and recreation at the river's edge in the Mossdale Village area.

It is the intention of this Specific Plan to provide the maximum feasible public access and use of the levees, despite complex and conflicting regulatory requirements regarding the use and maintenance of the levees around West Lathrop. Where feasible, the levees' inside banks will be landscaped and there will be periodic public access to the maintenance roads/trails on top of the levees. From here, grand, long-range views are possible in every direction. Next to the levee in Mossdale Village, a broad swath of improved public open space is proposed. Similarly, in Stewart Tract, golf courses, the wildlife park and camping are called for next to the levee. Every effort has been made to marry the ways of life to be conducted within Mossdale Village and Stewart Tract with the surrounding delta estuarine environment.

Objective 3I: Ensure that West Lathrop land uses are complementary to other Lathrop development.

The planning of West Lathrop complements the existing areas of the city. The housing mix programmed for West Lathrop is not intended to be in competition with the existing housing stock. Whereas the existing workplaces in Lathrop are primarily industrial, West Lathrop will contain a regional shopping/entertainment center and three or four theme parks, along with

other regional, specialty and neighborhood retail workplaces, and a variety of major and minor sports facilities. A limited amount of potentially competing service commercial and highway commercial is also planned. The village-oriented commercial is scaled to serve the Mossdale Village residents only and Stewart Tract's village center and neighborhood retail are for nearby residents. It is, however, likely that all Lathrop residents will congregate at West Lathrop public gathering places and community facilities until the civic center planned to the north of this area is built. Clearly, the theme park/entertainment uses are unique to and contributory to the wealth of land uses in Lathrop.

Objective 3J: *Create a West Lathrop park and open space system that is linked to citywide and capable of linkage to regional open space and trails systems.*

A comprehensive park system is planned for West Lathrop. Both Mossdale Village and Stewart Tract have extensive internal systems of trails, lakes and/or open space. The two areas both have open space and public access along some or all of their levee edges. The proposed levee trail systems are intended to serve as links to what can ultimately be a regional system of trails linking the region's major cities, towns, parks and other significant destinations.

Objective 3K: *Ensure that the landscape and architectural design of West Lathrop development make a positive contribution to the image of the City as a whole.*

More so than any small scale, incremental development, large scale development proposals such as West Lathrop can address the desired quality sought for an area's architecture and landscape. This is done through Specific Plans and associated design guidelines. In the case of this Specific Plan, urban design guidelines are included that address the plan area's public domain including the streets, trails, waterway edges, parks, open space and levee edges. In addition, guidelines for site planning of particular uses is addressed. In Chapter V: Community Design, design guidelines for major public features of Mossdale Village and Stewart Tract are provided. Also, more specific guidelines for Mossdale Village and a Design Review Board for Stewart Tract which will develop a set of guidelines and criteria for development are created in Chapter VI: Implementation.

Stewart Tract

Objective 3L: *Allow for imaginative interpretations of the past, present and future in all design features within Gold Rush City Theme Park and the other theme parks.*

The process of creating the physical setting for a theme park is called "theming". It is a highly imaginative design process that allows for the creation of fantastic, awe-inspiring, whimsical and unusually scaled buildings, sculptures, modes of circulation and the like. These design solutions are encouraged herein, so long as standard health and safety requirements and infrastructure performance standards can be met.

Objective 3M: Design lively core areas for entertainment and recreation activities that are accessible to nearby visitors and residents.

In Stewart Tract, there are two different areas affording people the opportunity to gather. The first will be more recreation-oriented, primarily to meet the needs of vacationing residents or visitors although permanent residents of Lathrop will also be attracted here. This center will contain the primary entertainment complex associated with the Gold Rush City Theme Park. A cluster of shops, restaurants, saloons, cafes, theaters and the like will create one of the busiest areas in Lathrop. Stewart Tract's Village Center will be more peaceful but no less inviting. Dominated by uses such as a cultural center, retail, restaurants, library, cinemas, health and fitness centers, it will be actively used by residents from all of the surrounding housing areas.

Objective 3N: Reinforce the area's delta estuarine setting by incorporating water in its many forms throughout Stewart Tract.

Homage is paid throughout the Stewart Tract plan to the presence and beauty of the delta waterway system that forms the context for this new development. Stewart Tract has an extensive internal system of waterways or lakes and large perimeter open space/recreation edges along the rivers. The lake system will knit the Stewart Tract community together and allow for all types of electric or wind-powered vessels. Typical of delta boating, most types of boats will be able to come and go from West Lathrop, some berthing at marinas proposed along the San Joaquin River edge of Stewart Tract.

Objective 3O: Along Stewart Tract streets and waterways, provide short- and long-range view corridors to orient travellers and to knit the varied uses together.

The pattern of the proposed Stewart Tract waterways is such that long range vistas are possible which will offer both attractive scenes and a means for travellers to orient themselves. Furthermore, the extent of the waterway system means that many varied uses in Stewart Tract will all share a common design feature. Although the edge conditions will undoubtedly vary along the waterways, the shared orientation to the water will produce a consistent theme among the different uses.

Mossdale Village

Objective 3P: Recreate elements of Mossdale Village's rural heritage in the architecture and landscape design of new development.

Although no specific design guidelines in this Specific Plan dictate the village center design, the general guidelines do recommend that the architecture and landscape architecture in the Mossdale Village Village Center reflect the area's rural heritage. This is to be accomplished through a mandated overall design concept for the village center tied to the application for its first phase.

Objective 3Q: Provide consistent design quality for the schools, parks and Village Center to lend a distinctive identity to Mossdale Village.

The general design guidelines proposed in this Plan for the Mossdale Village schools, parks or village center, mandate that the design of these elements results in the creation of a place with harmonious and consistent character. Schools will be designed under the direction of the City and School District but they too are required to be of a design and character that blends well with their neighborhood settings. Detailed park landscape design will be required with the submittal of any development proposals and parks must be designed to suit their contexts, providing the recreation facilities that the City deems necessary at the time. The architectural design of the various village center uses may be distinctive but must maintain consistent standards regarding quality and building form and setbacks.

General Plan Goal No. 4: Quality in the Form, Design and Functions of the Urban Area.

Objective 4A: Incorporate waterways throughout Stewart Tract for boat travel and visual amenity and to reinforce the area's delta setting.

The proposed waterways in the Stewart Tract plan are intended to provide both easy circulation routes between uses and a shared community design feature that unites the many uses. Reflective of the delta setting, the waterways will act as the functional and aesthetic fabric of the plan area.

Objective 4B: Concentrate higher density residential areas within easy walking distance of the village center areas and/or other commercial areas.

The higher concentration of residences provided near the village center in Mossdale Village will add to the inherent liveliness of these areas. Similarly, many guest accommodations in Stewart Tract surround that village center. The nearby residents and visitors will incorporate the activities that occur there into their lifestyle and their perception of their neighborhood.

Objective 4C: Design the village center areas to function successfully with both vehicular and non-vehicular access.

As is shown in Chapter V: Community Design, there are varied ways that the village centers of Mossdale Village and Stewart Tract can be designed. Several alternatives for Mossdale Village, proposed on Design Section MV-F, call for a major, central pedestrian walkway. Any design, however, must provide safe and convenient vehicular and non-vehicular access. The Village Center in Stewart Tract offers a unique setting where boats providing public or private transportation may dock along its edges while pedestrians and vehicles enter over bridges. A pedestrian promenade edge may be an element of the design.

Objective 4D: Develop adequate and diverse recreational facilities for visitors and residents, for active and passive activities, especially along the San Joaquin River.

Within West Lathrop, there will be more of a variety of recreational opportunities than occurs in most large cities. Besides the more traditional active and passive recreation that are possible in neighborhood parks, the several theme parks and the entertainment center offer an array of unusual forms of recreation. In addition, a nature center for education and contemplation of our natural world and a wellness center for healthful exercise, yoga, etc. as well as a tennis center and equestrian center will be possible here. The landscaped open space corridor along the San Joaquin River in Mossdale Village will contribute yet another setting for recreation.

Objective 4E: Locate community facilities to maximize their availability and usefulness.

Because of the centrality of the proposed village centers and the multiple means of transit and non-motorized transportation routes that will serve them, the area's community facilities are slated to be in the village centers. This will maximize their usefulness and accessibility.

Objective 4F: Take advantage of the West Lathrop levees to offer long range vistas and long courses for recreational travel.

The levees will be part of the West Lathrop park/recreation system. Open space next to and the maintenance roads/trails on top of the levees in all public areas will afford residents and visitors alike with play areas and dramatic long range views. Also, these extensive levee-top trails can become the route for ten-mile bicycle rides or long hikes, allows recreation travel to surrounding parks or cities.

Objective 4G: Maintain consistent design standards during construction and long term maintenance of all public features in West Lathrop.

The Specific Plan contains community design principles (in Chapter V) for Stewart Tract and Mossdale Village which focus on the character of the public domain and site planning on private parcels. These principles call for consistent quality and timely provision of public improvements throughout West Lathrop. Design solutions that ensure compatibility between different uses and the creation of a Stewart Tract Design Review Board are addressed as well, in Chapter VI: Implementation.

General Plan Goal No. 5: Enhancing the Quality of Life

Objective 5A: Arrange phases of development to allow on-going agricultural operations in the plan area to continue as long as feasible.

The draft phasing plans for Mossdale Village and Stewart Tract call for concentrated rather than dispersed development of the areas. In Stewart Tract, the earliest phase of development

is nearest to the existing major transportation corridors, Interstate 5 (I-5) and the Southern Pacific Railroad right-of way at the eastern end of the plan area. This will allow most of the remaining agricultural operations to continue. Additional phases of development then will move gradually to the west. In Mossdale Village, initial development is expected to hug Golden Valley Parkway and in a phased manner expand outwards from there. Agricultural operations on the perimeter of Mossdale Village will be able to function until later stages of the development there.

Objective 5B: Implement a diversified, multi-modal transportation system serving West Lathrop which will contribute to the quality of life for all residents in the Lathrop area.

As depicted in Figure IV-15: Public Transportation, the West Lathrop area will be served by many types of transportation facilities and services. There will be regional systems such as bus service and on-site systems such as shuttle buses. Also, the roadways, trails, a central landscaped spine in Stewart Tract and waterways as well as the surrounding rivers will all be avenues for various types of individual and/or group circulation. All of these ways of getting around will make living or working here more efficient and enjoyable. The inclusion of these myriad modes of transportation for residents and visitors will also minimize the project's effect on the ambient environment, especially traffic congestion and air quality.

Objective 5C: Retain and enhance existing habitat in West Lathrop, wherever feasible, phasing the provision of habitat preservation areas with overall development phases.

The Specific Plan has been developed in conjunction with the completion of all of the environmental analyses necessary to ensure that the forthcoming development is as respectful of the area's existing environmental quality as possible. Valuable habitat areas have been carefully mapped. Within Mossdale Village, existing significant vegetation such as larger, healthier trees would remain. Also, the two open space areas along the San Joaquin River (see Figure III-1: Land Use) established as mitigation for the 1990 levee improvements will not be altered in any way. Furthermore, the estuarine habitat of Paradise Cut will be enhanced and preserved in perpetuity, in accordance with the West Lathrop Habitat Management Plan (HMP). This HMP includes a plan with observation routes, vantage points and the opportunity for nature center facilities as part of the mitigation solutions so that people can enjoy and learn from this natural community without disturbing it. See Chapter VI: Implementation. Mossdale Village developers will likely purchase Swainson's Hawk mitigation areas off-site as necessary. The HMP addresses the provision for Swainson's Hawk habitat mitigation. (5)

Objective 5D: Provide a nature interpretive center in or near Paradise Cut in Stewart Tract.

One of the advantages to preserving Paradise Cut (900 acres) as a natural habitat area is the educational value for visitors and residents in the area. Although people will not be encouraged to disturb the Cut habitat, an observation program may be possible through a

nature interpretive center as part of the Wildlife Animal Park and the Habitat Management Plan. Displays, slide shows, nature lectures and the like will inform and delight audiences who visit the nature center planned in or near Paradise Cut.

Objective 5E: If feasible, designate shorter term uses for areas known to contain minerals of regional significance to not preclude later extraction.

There are about 43.5 acres in Stewart Tract that are known to contain subsurface minerals of regional significance. Where the sand resources are located, Figure III-4: Development Concept shows a farmers market, a hotel, parts of a marina, a residential area, a commuter transit center and urban reserve lands.

None of the proposed uses where the minerals exist are short-term or interim uses and therefore the adoption of this Specific Plan would indicate that the proposed developments are deemed by the City to be the appropriate long-term uses of the land and that once the developments are in place the minerals are not expected to be recoverable. Alternatively, the City would consider mineral extraction followed by integration of new land uses with a system of lakes that might be feasible in the area designated for a corporate business park.

General Plan Goal No. 6: Transportation/Circulation/Traffic

Objective 6A: Provide a circulation system that accommodates necessary vehicular trips but emphasizes the ease and convenience of pedestrian, bicycle, boat and public transit.

A comprehensive circulation system is planned for West Lathrop that will accommodate every known type of individual or group ground transportation. All areas will be served by roadways for vehicular use, including buses, shuttles, private vehicles and bicycles. The extensive system of trails, in parkways alongside the roads and off-street, along levees and in open space or park areas will allow for many types of travel, whether on foot, bicycle, rollerskate or whatever means is available. In addition, the system of waterways meandering throughout Stewart Tract will accommodate all manner of water travel. Even fixed-guideway aerial modes of transportation are being considered as part of the Gold Rush City Theme Park development. All of West Lathrop will be served by a multi-modal transportation center to be located in Stewart Tract along Golden Valley Parkway adjacent to the marina hotel.

Objective 6B: Create a safe and efficient network of major and minor streets within West Lathrop, connecting it to surrounding areas and supplementing the regional circulation system.

A hierarchy of streets will serve West Lathrop. Major arterials, with a few well-located roundabouts, will channel traffic through the area toward major destinations. Collector streets will serve the network of local streets which will, in turn, reach into each neighborhood or activity area. All of the streets have been scaled to accommodate the necessary traffic volumes, including bicyclists on the major streets, so that travel can be conducted safely and

efficiently. All appropriate connections have been made to Lathrop to the east, toward Tracy to the south and to the statewide system of freeways that passes by the plan area.

Objective 6C: Participate in planning for circulation and/or transportation improvements that benefit West Lathrop and surrounding communities.

Throughout the planning process that preceded the preparation of this Specific Plan, solutions for the West Lathrop internal circulation system and its connections to the region circulation system have evolved in a dialog with the City, the Council of Governments and Caltrans. Similarly, the City and Project Proponents have endeavored to integrate the transit planning for this plan area with the studies and projects of the regional transit authorities, notably those focussed on rail transit in the County and between San Joaquin County and the San Francisco Bay Area workplace centers.

Objective 6D: Allow for the efficient movement of goods and people but minimize traffic disruptions of peaceful residential areas.

The street system described in Chapter IV: Infrastructure ensures that higher volume through-traffic is not moving through any of the neighborhoods. Direct routes for such traffic are provided that skirt the neighborhoods. A limited number of streets will be designated as truck routes. Ample room for queuing on each theme park site will be required to minimize on-street congestion.

General Plan Goal No. 7: Seismic Hazards

Objective 7A: Ensure the life safety of residents and visitors in West Lathrop at all times, providing adequate emergency services, fire and police response times.

The program for the West Lathrop land uses includes two fire stations within Stewart Tract for service to the general public and will include fire and emergency services within each of the two major theme parks primarily for the occupants of those sites. The construction, equipping and manning of these fire stations will assure capability to deal effectively with emergency service demands resulting from natural or man-made disasters or other causes. In addition, a police substation is planned as part of a fire station on the Stewart Tract and police offices and interview space will be required within the theme parks. Most of the emergencies that arise in West Lathrop will be handled from these locations. In the event of liquefaction, surface ruptures or other damage to public rights-of-way or private property resulting from an earthquake, these facilities would provide primary service to the plan area.

Goal No. 8: Public Safety Hazards

Objective 8A: Reconstruct the levees around Stewart Tract to FEMA standards and maintain safe, expedient evacuation routes at all times.

Prior to the preparation of this plan, hydrologic and engineering analyses were done to assess the prevailing subsurface conditions in West Lathrop. This was done to investigate the most appropriate ways to locate and design new development so that both people and property are protected from undue risk. Based on these analyses, engineering concepts for the design and construction of the levee system, the storm drainage and the system of roads and utilities have been incorporated into the Specific Plan. Plans for emergency ingress and egress will be formulated as part of the Plan's implementation strategy.

An earthquake and flood protection plan for the Stewart Tract will assure capabilities for evacuation and to deal effectively with crowd control so as to avoid panic at major activity centers and public events. The means and capability to assure swift emergency response by medical, police and fire protection services will be in place before the opening of any theme park or other major recreation commercial use on Stewart Tract. In addition, areas of population concentration will be designated and designed to provide sufficient space above flood levels to provide "safe ground" until evacuation from affected sites becomes possible.

At present the levees around Stewart Tract are Federal Flood Control Project Levees that have not been certified by the U.S. Army Corps of Engineers for 100-year flood protection. Engineering studies have been undertaken to plan for the improvement of the levee system around the tract to meet Federal Emergency Management Agency (FEMA) standards for flood control. An initial step in the preparation of the Stewart Tract for development will be the improvement of these levees to meet FEMA Standards for a 100-year event as defined in Chapter IV: Infrastructure (Utilities). Mossdale Village levees meet federal standards for the 100-year flood event.

Objective 8B: Ensure that each phase of infrastructure improvements does not jeopardize safe and reliable service for existing development.

This implementation principle will be carried out to ensure that a careful sequencing of roadway and utility improvements is carried out. It is intended to make certain that adequate emergency access routes are at all times available to occupants of the plan area and that continuous vital services such as electricity, gas and water service are provided to residents, visitors and workers.

General Plan Goal No. 9: Noise Hazards

Objective 9A: Arrange and design the land uses and street corridors to maximize safety and minimize the impact of traffic noise.

The major noise generators near the plan area are I-5 and two railroad lines. In both Mossdale Village and Stewart Tract, uses that are not adversely affected by such noise have

been located next to the freeway. These uses, both by their form and scale and by occupying freeway frontage, will then act as buffers for other more noise-sensitive West Lathrop land uses.

In addition, land use proposals for Stewart Tract provide a wide spatial buffer of golf course development and lodging areas to adequately attenuate noise effects of theme park and related activities. Residential areas of Stewart Tract will be kept far enough away from theme park activities as to attenuate sound by distance.

Objective 9B: Buffer residential areas from I-5, using intervening land uses and/or roadways, landscaped berms and street trees.

In Mossdale Village, housing is planned no closer than 400 feet from I-5. It is buffered from the freeway noise by distance, with a frontage road, service commercial uses and a major arterial separating the housing from the freeway. Although at this distance the housing is not in the range of unacceptable freeway noise according to the City's noise standards, the Plan suggests that additional landscape berms and ample street trees are used along the intervening arterial (Golden Valley Parkway) to further screen the freeway should it be visible from this housing area. Placement of service commercial structures along Manthey Road, between I-5 and proposed residential areas of Mossdale Village will be designed so as to block the transmission of freeway noise to residential areas. This will also reduce the perception of the freeway's presence.



LAND USE



LAND USE

The West Lathrop Specific Plan area will be developed as two distinct but closely related areas. Next to Interstate 5 (I-5) and the existing City of Lathrop will be Mossdale Village, a 1,161-acre traditional residential village. Directly across the San Joaquin River will be the Stewart Tract, a 5,794-acre region-serving, recreation-oriented mixed use development. (See Table III-1: West Lathrop Land Use Program regarding both Mossdale Village and Stewart Tract.) Although the development concepts and land use programs for the two areas are different, as described below, the land uses will complement each other and, where they share the river's edge or adjoin the existing developed portion of the City, will be compatible.

In the following text Mossdale Village's development concept and land use program are defined, followed by the Stewart Tract development concept and land use program. Also, some alternative land uses are shown in Figure III-5: Selected Development Alternatives. It is an important policy of the General Plan (p. 4-A-20) that the location of uses be considered flexible within certain general limits: "This degree of flexibility is needed as the market feasibility of use selections becomes better understood and as the most promising physical relationship among uses can be identified."

A. Mossdale Village

1. Land Use Plan

Envisioned in the General Plan as a new Lathrop village, Mossdale Village will be predominantly residential, offering a variety of lower and medium density types of housing in two neighborhoods. The village as a whole will be organized around a pedestrian-oriented village center (See Figure III-1: West Lathrop Land Use Plan). In addition, all residents of Mossdale Village will share a system of on- and off-street trails stemming from a broad open space corridor along the plan area's westerly San Joaquin River edge. Adjoining the open space corridor will be six parks or open space areas. Although the two neighborhoods will be separated by Gold Rush Boulevard, a limited-access landscaped arterial roadway, they are connected by a village looproad, River Road, where slower-moving traffic and ample provisions for pedestrian and bicycle travel will allow safe and convenient village travel. At the heart of each of the neighborhoods will be an 18-acre elementary school/park that is centrally located for easy access. These residential areas will be buffered from I-5 by the landscaped Golden Valley Parkway and commercial uses that will border the freeway. Golden Valley Parkway will initially be a bus route and ultimately a transit corridor, linking this area to Stewart Tract, the future civic center to the north and to the rest of Lathrop.

The liveliest area in Mossdale Village will be the village center, with a variety of shops, services and restaurants strung along a "Main Street" that is between the river-oriented park on the west and Golden Valley Parkway on the east. Around it will be most of the more dense housing, such that large numbers of people will live within a fifteen minute walk of the village center. With much of the Mossdale Village population residing near the village center, the

vitality desirable in such a village center can be created and maintained. More people will inhabit the area day and night and more errands and pleasurable outings will take place there. Also, placing more residents near the future transit corridor will create more activity in the village center, allowing it to in fact become the center for village life. Per the General Plan (p. 2-16), this Village Center could have its own distinctive architectural style.

2. Land Use Program

a. Residential Uses




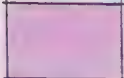
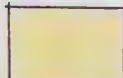
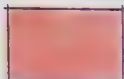


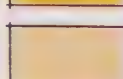
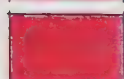
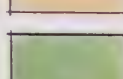
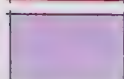

Housing is expected to cover about 515 acres in Mossdale Village (see Table III-2: Mossdale Village Residential Areas Program). Low density residential housing will mainly consist of single family detached housing units in two different types of areas. In the areas generally located away from Golden Valley Parkway and I-5, housing will be zoned R-MV. For the area located at the marina, near the San Joaquin River, housing units will be zoned RX-MV. For complete descriptions of these zones, see Chapter V: Community Design.

In these residential areas, about 2,380 single family housing units will range from 1-7 units per acre and will be planned on about 430 acres of the total acres designated for housing. The housing units in these neighborhoods will surround the elementary school/park sites, with more traditional site plans being utilized, although denser housing may also be built here so long as the resultant average density for each housing area is 1-7 units per acre.

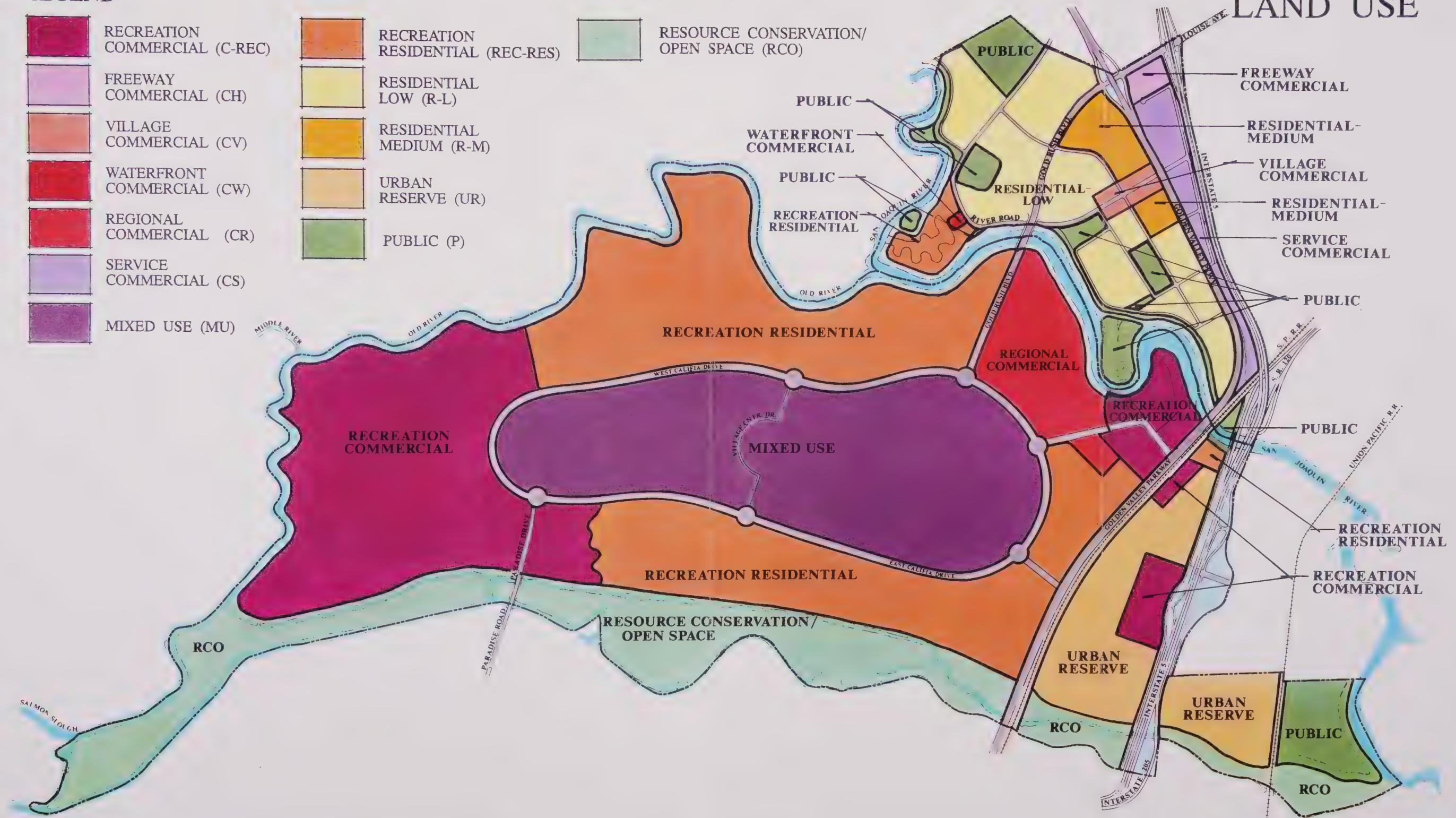
The more unique site within Mossdale Village exists along the San Joaquin River where marina housing is proposed. In this location, (zoned RX-MV as noted above), about 170 homeowners could dock their boats in their backyards and enjoy living on the water. This enclave would be designed to be safe from flood hazards, yet would take full advantage of the river setting. They would have ready access to the delta waterways and might sail or motor their boat from a home berth elsewhere to vacation here. This residential area could also be lake-oriented and within the existing Mossdale Village levee, with about the same number of residences. (See Figure III-5: Selected Development Alternatives.) A small in-channel marina could be developed along the existing riverfront here or at other appropriate locations under either scenario.

About 80 acres near the Village Center will be designated for medium density multiple family housing at 8-14 units per acre. This will yield about 820 new homes. These areas will be zoned RM-MV; see Chapter V: Community Design for a complete description of this zoning. Although medium density is currently conceived in the City's General Plan as a multiple family district, some of the housing here may be single family, i.e., detached homes on small lots at these higher densities. This follows recent trends in housing design and construction wherein the housing industry is designing single family homes in more dense plans, i.e., on smaller lots with reduced setbacks. Currently, there are single family developments that are achieving densities as high as 12-16 units per acre. Thus, these medium density housing areas may yield the maximum variety in housing choice, ranging from low to higher density and from single family to multiple family homes.

LEGEND

	RECREATION COMMERCIAL (C-REC)		RECREATION RESIDENTIAL (REC-RES)		RESOURCE CONSERVATION/ OPEN SPACE (RCO)
	FREEWAY COMMERCIAL (CH)		RESIDENTIAL LOW (R-L)		
	VILLAGE COMMERCIAL (CV)		RESIDENTIAL MEDIUM (R-M)		
	WATERFRONT COMMERCIAL (CW)		URBAN RESERVE (UR)		
	REGIONAL COMMERCIAL (CR)		PUBLIC (P)		
	SERVICE COMMERCIAL (CS)				
	MIXED USE (MU)				

LAND USE



STEWART TRACT/MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

**TABLE III-1:
WEST LATHROP
LAND USE PROGRAM**

ZONING	LAND USE	MOSSDALE VILLAGE (acres)	STEWART TRACT (acres)
MU	Mixed Use	—	1,080.50
C-REC	Recreational Commercial	—	1,085.75
CH	Freeway Commercial	20.00	—
CS	Service Commercial	79.00	—
CV	Village Commercial	23.50	—
CW	Waterfront Resort Commercial	4.00	—
REC RES	Recreation Residential	49.50	1,432.25
R-L	Residential – Low	401.00	—
R-M	Residential – Medium	82.00	—
P	Public	184.00	99.50
RCO	Resource Conservation/Open Space	—	900.00
UR	Urban Reserve	—	405.00
CR	Regional Commercial	—	232.50
	TOTAL	843.00	5,235.50

TABLE III-2:
MOSSDALE VILLAGE
RESIDENTIAL AREAS PROGRAM*
 (Based on Figure III-4: Development Concept)

RESIDENTIAL AREA	DENSITY	NUMBER OF # OF ACRES	NUMBER OF DWELLING UNITS
A	5.5	67.0	369.0
B	5.5	56.0	308.0
C	5.5	44.5	245.0
D	5.5	36.0	198.0
E	5.5	31.5	173.0
F	10.0	62.0	620.0
G	5.5	54.5	300.0
H	5.5	13.5	74.0
I	5.5	14.0	77.0
J	10.0	20.0	200.0
K	5.5	24.0	132.0
L	5.5	31.0	171.0
M	5.5	13.0	72.0
N	5.5	18.5	102.0
O	5.5	29.0	160.0
TOTAL	--	514.5	3,201 **

Note: This table is based on average densities, as follows:

Low: 5.5 DU/AC; Med. 10.0 DU/AC.

This data above represents estimated acreage and estimated number of dwelling units.

* The data above represents one of many possible development scenarios, based on the West Lathrop Specific Plan Development Concept (Figure III-4).

** A total of 3,480 units are permitted in Mossdale Village.

A-O	AREA NAME
(L)	LOW DENSITY

- (M) MEDIUM DENSITY
- (H) HIGH DENSITY

SEPTEMBER 27, 1995 **FIGURE III-2**

Consistent with the General Plan, the density designations shown in Table III-2: Mossdale Village Residential Areas Program represent the average density that is allowed in each residential area. For example, where the plan shows medium density (8-14 du/ac) housing, housing ranging in density from 3 du/ac to 16 du/ac may be built so long as upon build-out, the average density in that area is between 8-14 du/ac. In addition, per the General Plan the densities shown herein refer to net acres.

b. Commercial Uses

Mossdale Village will contain four different types of commercial land use: village commercial (village center), highway commercial, service commercial and waterfront commercial. At the heart of the village, about 25 acres are planned for a mixture of shops, services, restaurants and community services. The village center, (zoned CV - village commercial) is programmed for a wide variety of shopowners and restaurateurs rather than a few large floor-plan businesses. Storefront-scale community facilities could be located here as well.

As noted in the General Plan (p. 4-A-13), "within the Village Commercial category the list of permitted and conditional uses of the Zoning Ordinance needs to be sufficiently broad to accommodate the full range of retail, personal service, professional office, public and semi-public and other uses envisioned. Hard and fast limitations on the selection and mixing of uses that has dominated zoning practice for most of the 20th Century is discouraged in favor of a Planned Unit Development and/or Specific Plan process which permits flexibility, if operational and aesthetic conflicts among uses are avoided in the development process through excellence in site and building design and functional arrangement among uses."

As the guidelines in Chapter V: Community Design suggest, there are multiple options on the ultimate design of the village center, but all of them encourage the creation of a pedestrian-oriented district where small cafes front on generous sidewalks and many facades combine to create a detailed and enjoyable walking environment.

Along the Golden Valley Parkway frontage, there is ample area for the larger, one to two story stores which require large parking lots using side street access points. Highway commercial (zoned CH) and service commercial (zoned CS) are planned here. About twenty (20) acres for highway commercial are shown at the Gold Rush Boulevard interchange at I-5. Travellers along I-5 and local Lathrop shoppers will stop here for home improvement, sporting goods and discount shopping or for commercial recreation such as bowling. Uses oriented toward freeway travellers, such as motels, may also be found here. Building intensity will be up to 60% site area coverage. On page 4-A-13, the General Plan states that "Proposals for the classification of retail activity described for Mossdale Village are to some extent to be considered as offering flexibility or ingenuity and innovation in the selection, promotion, design and development of commercial uses and areas. This is especially true of the Freeway (Highway) Commercial and Service Commercial categories." Carrying this out, the Mossdale Village land use program allows for distinctive uses if well-designed and integrated and will allow a high degree of responsiveness to market demand.

Between Golden Valley Parkway and I-5, service commercial may be built on about 80 acres. In this area, larger land users will have the opportunity to sell, for example, building supplies and conduct warehousing, distribution, storage and other utilitarian functions, such as auto repair. However, smaller land uses may be developed such as a complex of household-oriented services, including landscape and irrigation, contracting, carpet cleaning, etc.

The other commercial activity called for in Mossdale Village is waterfront commercial (zoned CW) next to the proposed marina. Catering to those engaged in water-oriented recreation, this small shopping area may include a bait and tackle shop, a restaurant overlooking the marina and water sports equipment sales or rental.

c. Schools, Parks and Open Space

The other uses designated for Mossdale Village are schools and parks. Two elementary schools will be combined with neighborhood parks on 18-acre sites central to each neighborhood. A 50-acre high school site is set aside near the northern edge of Mossdale Village, so that it will be centrally located when the entire western side of Lathrop is built out. If the City and School District elect not to use the Mossdale Village acreage shown in the plan for a high school, the most appropriate alternative use would be low density housing. This could add about 275 residential units in Mossdale Village. (See Figure III-5: Selected Development Alternatives.)

In addition to the neighborhood parks associated with the elementary schools, there are three proposed neighborhood parks and three existing open space/parks. The largest new park adjoining the village center will be about 11 acres; the other two are smaller. A new 5-acre park next to the river will be a neighborhood park for the residents in the northern part of Mossdale Village and a 3-acre park adjoins the southerly elementary school for residents in that neighborhood. All three would be directly connected to the Mossdale Village open space corridor running along the river's edge.

The character of the village center park will be community-wide in orientation and more urban and more heavily used, probably, for art fairs, carnivals, performances and the like. It may be partly plaza for public musical performances and other gatherings. The northerly and southerly parks will be used primarily by the residents in surrounding homes, to play in and as a pleasant means of reaching the river open space corridor.

Two of the existing open space areas were created when the Mossdale Village levee was improved for the 100-year flood by the Reclamation District (No. 17). Next to the proposed marina, there are 6 acres of open space and further south there is a 31-acre open space area. The 31 acres have been replanted (as a mitigation area for the levee improvements) with elderberry bushes as a habitat for the Valley elderberry longhorn beetle. The third park, the existing 9-acre Mossdale Crossing County Park, provides direct river access, including a boat launch.

Along the river, about 60 acres are provided as continuous public open space. These stretches of landscaped walkways and play areas will belong to the entire village as a

community-wide resource. With the levee trails on the western edge, this open space corridor will provide miles of river edge recreation area. As the plan area is mapped to the centerline of the adjoining river, about 70 acres of waterway adjoining this open space corridor are included in the plan's land use account. Internal roads, a strip of I-5 and the Southern Pacific right-of-way consume the remaining acreage within the village.

B. Stewart Tract

1. Land Use Plan

Califia Drive, a curvilinear parkway in the middle of Stewart Tract, is the area's major organizing element. Roughly paralleling the perimeter of the site, the drive separates the more intensive entertainment zone within the drive from quieter uses on the perimeter of the site. Califia Drive encloses an intensive mixed use group of activities such as theme parks, resort hotels, a cultural/retail village center and clustered residential villages -- all linked by a system of lakes. On the perimeter of the tract, between Califia Drive and the riverine edges of the site, a different array of uses is envisioned. Here, a wildlife park, chalets, resorts and lower density housing oriented to lakes, golf and/or marinas will predominate.

Major boulevards connect Califia Drive to freeways to the north and south. Along these boulevards, fairly intensive land uses such as a regional shopping/entertainment center and a water park are feasible. Near I-5, a few freeway-oriented uses such as a farmers market are planned. (See Figure III-1: West Lathrop Land Use Plan).

2. Land Use Program

The land use plan for Stewart Tract is comprised of a very wide range of land uses. There will be a core group of mixed uses focussed on entertainment, recreation and resort life surrounded by a major regional shopping/entertainment center, two areas with recreation-oriented commercial uses and two areas with recreation-oriented residential development. Remaining areas will be devoted to public uses or are designated as urban reserve.

a. Mixed Use (MX-ST)

Within Califia Drive, a variety of uses are permitted. This designation includes about 300 acres for theme parks and related entertainment activities such as the Gold Rush City Theme Park as well as a Califia futuristic theme park. It allows for resort hotels with a maximum of 3,750 rooms on about 150 acres, such as may be located overlooking the internal lake system. Higher density residential development (a maximum of 2,550 units), envisioned to be built in clusters around the lakes, is permitted here as well. A central village center will occupy about 35 acres in which an amphitheater, for entertainment or recreation may be found, along with galleries, studios and other places for the visual or fine arts, restaurants, shops and ancillary supporting uses. As described in this chapter under the Development Concept all of these uses are to be arranged around a system of lakes which covers about 230 acres.

b. *Regional Commercial (CR-ST)*

Next to the Gold Rush City entrance to Stewart Tract is an area of about 150 acres, designated for a state-of-the-art region-serving shopping/entertainment center. It will likely be a combination of contemporary shopping opportunities blended with recreation such as ice skating and/or entertainment venues for virtual reality games and the like with retail and/or entertainment anchor tenants. This center will contain many shops, dining and beverage options, perhaps a cinema theater complex and supporting uses such as banks. Highway commercial uses such as retail or motels, which may be appropriate along the edge of Gold Rush Boulevard, are permitted herein as well.

c. *Recreation Commercial (C-REC-ST)*

There are two major recreation commercial sites on a maximum of 1,085 acres: one near Golden Valley Parkway and one at the western end of the plan area. There are also two other smaller recreation commercial areas that may be located on up to 60 acres that take advantage of sites located next to I-5 and Golden Valley Parkway. This land use designation allows for two major theme parks on up to 280 acres. Other such uses may include a water park, wildlife park or a farmers market, marina- or lake-oriented resort hotels on up to 155 acres (or 1,860 hotel rooms), a variety of highway commercial retail uses and recreation areas such as parks or golf. Camping on up to 34 acres is planned here, near Paradise Drive, as is R.V. camping on not more than 104 acres. Acreage for chalets--about 220 acres, allowing for not more than 1000 chalets--is also planned under this designation. Transit and commuter parking that support the other uses on Stewart Tract are permitted in these areas.

d. *Recreational Residential (R-REC-ST)*

Under this designation, low, medium and high density residential development is planned outside of Califia Drive. Given the nature of the Stewart Tract concept, most of it is to be designed with and oriented to major recreation facilities such as golf, lakes or marinas. Low density housing of up to 4,000 units and in a few appropriate locations, medium density (up to 740 units) and high density (up to 275 units) are all permitted here, along with supporting neighborhood serving convenience retail. Conditional uses include schools, churches, public and private charitable institutions, public uses and small scale commercial uses such as restaurants.

e. *Existing Residential (R-ST)*

On nine (9) acres next to the San Joaquin River is an existing single family residential area. Such residential uses will continue to be permitted in this area, in accordance with the Zoning Ordinance, Chapter 176, regarding one-family residential districts.

RESIDENTIAL
AREAS KEY



LEGEND

A-Z AREA NAME

(M) MEDIUM DENSITY

(L) LOW DENSITY

(H) HIGH DENSITY

STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

TABLE III-3:
STEWART TRACT
RESIDENTIAL AREAS PROGRAM *
 (Based on Figure III-4: Development Concept)

RESIDENTIAL AREA	DENSITY	NUMBER OF ACRES	NUMBER OF DWELLING UNITS
A	8.0	92.0	736.0
B	21.0	13.0	273.0
C	5.5	60.0	330.0
D	5.5	30.0	165.0
E	5.5	37.0	203.5
F	5.5	7.5	41.3
G	5.5	15.0	82.5
H	5.5	38.0	209.0
I	5.5	67.0	368.5
J	5.5	62.5	343.8
K	5.5	39.0	214.5
L	5.5	51.5	283.3
M	5.5	214.0	1177.0
N	8.0	28.0	224.0
O	5.5	43.5	239.3
P	5.5	25.0	137.5
Q	8.0	14.0	112.0
R	8.0	18.0	144.0
S	8.0	25.0	200.0
T	8.0	35.5	284.0
U	8.0	31.0	248.0
V	8.0	44.0	352.0
W	8.0	19.0	152.0
X	8.0	18.0	144.0
Y	8.0	49.0	392.0
Z	8.0	65.0	520.0
TOTAL	--	1,141.5	7,576.2 **

Note: This table is based on average densities, as follows:

Low 5.5 DU/AC; Med. 8.0 DU/AC; High 21.0 DU/AC

* The data above represents one of many possible development scenarios, based on the West Lathrop Specific Plan Development Concept (Figure III-4).

** A maximum of 8,500 dwelling units is permitted within Stewart Tract. This shall only occur if residential uses replace other uses in the plan area. (For example, see Figure III-5: Development Alternatives.)

f. *Resource Conservation/Open Space (RCO)*

The Paradise Cut area (about 900 acres) is designated for resource conservation and open space. Also, within Stewart Tract, the one designated public area, of about 75.0 acres, is intended for a wastewater treatment plant, although other public uses are permitted therein.

g. *Urban Reserve (UR)*

About 380 acres east of the Southern Pacific Railroad line are shown as urban reserve. This area is not planned for development at this time. Development would be planned here only at such time as the Mossdale/I-5 interchange is improved or other transportation system improvements allow for sufficient additional traffic capacity to serve this area. As indicated under Selected Development Alternatives in this chapter, with access improvements there are numerous and varied opportunities for development in this area.

h. *Archaeological and Other Cultural Resources*

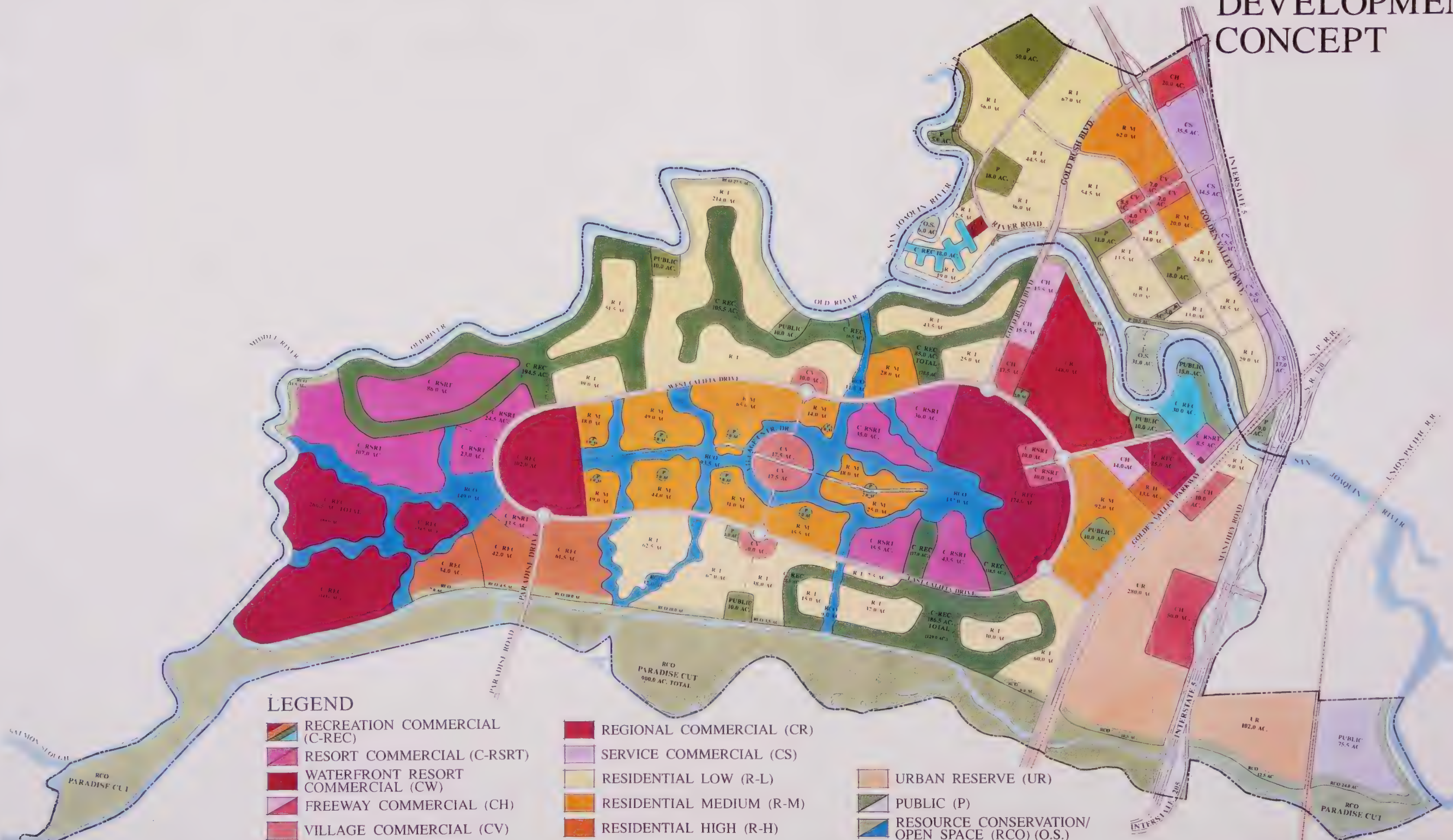
Three potential archaeological sites have been identified within Mossdale Village and Stewart Tract. These areas will be protected into perpetuity by their inclusion within areas of permanent open space. The potential loss of unknown archaeological and cultural resources of significance at subsurface locations will be avoided through close monitoring of construction activities by the City of Lathrop.

3. *Development Concept*

Based on the basic land use plan, more detailed development concepts can be developed. One such concept is presented below. It responds to the land use plan and carries out the overall vision for Stewart Tract as described in the Executive Summary of this Plan and the Plan Objectives in Chapter II. As recognized in the General Plan (p. 2-19), "the market feasibility for Gold Rush City (Stewart Tract Land Uses) will be studied almost continually after an initial theme park is established" which indicates that flexibility rather than rigidity in implementing the plan will be necessary and desirable. Thus, there is flexibility in the arrangement and scale of the uses. These changes may also occur within any given phase if proposed and approved as part of the Urban Design Concept (see Chapter VI: Implementation for that phase). An understanding of the dynamic nature of this land use program is to be found in the General Plan regarding Recreation Commercial (p. 4-A-19):

"This category involves theme parks, entertainment, participatory activities, spectator events and commercial lodging. Taken together, this category embraces a wide variety of uses which reflect the dynamic character of the market for commercial recreation and entertainment related activities. This suggests that some initial uses may eventually change and that some entirely new uses may emerge even before some of the current proposals are carried out. Evidence of evolutionary change in theme park attractions is provided by well established theme parks in the United States. In the case of Gold Rush City (Stewart Tract), change may be substantial among most categories of use over the years."

DEVELOPMENT CONCEPT



STEWART TRACT/MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

A multi-faceted regional center for entertainment and recreation, Stewart Tract could contain an array of uses including theme parks, theaters, restaurants, sports facilities, shopping/entertainment, shops, resorts, campgrounds and wildlife areas. In addition, there could be guest accommodations ranging from resort hotels to motels to chalets or lodges and RV as well as traditional campgrounds for visitors enjoying the many entertainment and recreational activities in the plan area. Housing for employees in the area, ranging from single family to denser multiple family housing, will also be provided. These varied uses will be combined in a plan for Stewart Tract which ensures both compatibility between the uses and a healthy synergy which will make all aspects of living, working and playing here more exciting.

As described in detail in Chapter IV: Infrastructure under circulation, the plan area land uses will be served by multiple means of circulation besides roadways for automobiles. Gondolas, cable cars, water taxis and the like will further enliven the activities on Stewart Tract. Visitors and residents will be able to move about without having to use their cars. Trips from home to retail shops may be done by bus, jitney, water taxi, bicycle and other means. Hotel guests will be shuttled to and from their daytime and evening destinations via the plan area waterways, or along the central spine perhaps in zero-emission vehicles. This overlay of multiple means of circulating around Stewart Tract adds to the compatibility and vitality of Stewart Tract uses.

a. *Mixed Use Core Area*

The development pattern for this oblong-shaped tract of land could be organized by a central system of lakes which is ringed by the plan area's primary road, Califia Drive. (See Figure III-4: West Lathrop Development Concept.) In Stewart Tract, a concentrated core of theme park and entertainment-related activities could be located at the eastern end of Califia Drive. Associated with the Gold Rush City Theme Park, an entertainment complex would occupy a gateway site near the major pedestrian entrance to the theme park. It could be a combination of restaurants, bars, cafes, saloons, dancehalls and theaters -- a lively place, full of music and with daily performances by a variety of performing artists. At the western end would be a second futuristic theme park with specialty retail. A lake system would stretch from one activity center to the other and Califia Drive would enclose both in the heart of the plan. A central spine for aerial transportation and walking, running from the entertainment area to a central Village Center would also connect these uses.

Along the lake edges could be hotels, medium density housing, parks and retail opportunities. Each of these central housing areas could be a themed recreational village, reflecting the culture and architecture of the nationalities of the people who participated in the Gold Rush era. Each village, which could have a separate gated entry, could be designed to celebrate the architecture of one of the Gold Rush Eras's ethnic groups. The villages would be separate from one another and could be surrounded by waterways and other amenities. Cluster housing could be located on an average lot size of 3,500 square feet. Townhouse units could be built in the themed villages and could range in size from 900-1,800 square feet in size.

In the center of the entire plan area could be a cluster of village center-related activities. Surrounded by the lake, the mix of a proposed Village Center uses may include retail, restaurants, cafes, library, civic site, an art/performing arts center site and a seniors center. The intent here is to create a variety of central retail and community uses accessible to all surrounding residents. These suggested uses are assumed to be intermingled with public gathering places such as a performing arts amphitheater. Adjoining them could be a wellness center area and cultural center.

b. *Regional Commercial*

The regional shopping/entertainment center could contain a large variety of activities with major retail stores, shops of all types interspersed with entertainment such as cinemas, video games, amusement rides like a merry-go-round, virtual reality venues and supporting food and beverage outlets. It would be themed and will provide ample on-site parking to meet its needs.

c. *Commercial Recreation*

On the perimeter of Califia Drive, a regional shopping/entertainment center, hotels, golf courses and lower density housing could be located. At the plan area's western end, a wildlife park and nearby resort chalets would complement the other uses. Within about 270 acres, the wildlife park is expected to be the home of a wide variety of animals, much like you would see in a zoo although the focus will be on providing uncaged areas in which the animals can roam. "This category might include natural and planted vegetation as the habitat for a variety of birds and animals to be viewed and enjoyed in a near-native state. Trees, shrubs, vines, grasses and other plants would be identified by their botanical classifications. In time, a true nature study environment would be created. This category would also include wildlife management areas quite apart from areas of public activity which are created and managed as wildlife habitat in addition to existing habitat that is to be preserved." (General Plan, p.4-A-19/20).

d. *Recreation Residential*

As the General Plan suggests (p. 2-14): "Another dimension of the housing market will be that generated by large-scale commercial recreation attractions proposed for the Stewart Tract in the western part of the planning area. This demand will include resort and vacation types units, including second home and time share units, some permanent retirement-oriented housing and some permanent housing for employees. This housing demand will require variety in density, style, size and amenities to meet the needs of a transient population". This Specific Plan sets forth a dispersed pattern of low, medium and high density residential compatible with the recreation/entertainment theme on Stewart Tract. A maximum of 8,500 dwelling units is permitted on Stewart Tract. (See Table III-3: Stewart Tract Residential Areas Program and Figure III-3: Stewart Tract Residential Areas Key Map.)

The Stewart Tract housing can be broken down into three categories: traditional single family detached, themed family housing and active adult housing. Each could be associated with

a unique amenity package that enhances the quality of life for those living on Stewart Tract. The themed residential areas are described under Mixed Use Core Area.

Traditional single family detached housing could include entry level units, built on lots from 3,000-3,500 square feet in neighborhoods with recreational features such as swimming pools and cabanas. Standard single family detached dwellings could be developed on lots from 4,000-5,000 square feet. These neighborhoods would be oriented around waterways, golf and other neighborhood recreation areas. Estate units could be located on lots from 6,000-8,000 square feet.

Outside Califia Drive, one or more active adult communities could be built with distinct housing types, ranging from patio duplex homes to detached homes on 5,000 square foot lots. The active adult housing could be located in a guard gated community that features a wide range of recreational opportunities including and 18-hole golf course and a community activity center. Two golf-oriented residential developments could be developed along Old River, with low density residential acreage for about 2,050 units.

To serve those dwelling outside Califia Drive, two neighborhood centers are conceived. These would act as neighborhood-serving centers with convenience retail and personal/professional services.

East of the Southern Pacific Railroad right-of-way, the predominant designation is urban reserve; however, an expanded farmer's market could be created at the Mossdale Drive/I-5 exit and a transit/commuter parking site could be located near the water park.

e. Parks, Recreation and Open Space

There would be one public park in the plan area and four combined elementary school/parks. The park could be developed along the levee adjoining the marina proposed on the San Joaquin River. The four school or park sites would be dispersed within the perimeter residential areas. Although it is not known at this time what the ultimate student generation rate is likely to be given the proportion of transient residents, these sites have been reserved. Should a school be unnecessary, in a given location, the site would be converted to park and added to the surrounding residential acreage.

The leveed perimeter of Stewart Tract could act as part of the recreational program for Stewart Tract residents and visitors. Along the northern edge, it could serve as a trail system, granting access, both visual and actual, to the San Joaquin River and Old River. On the southern edge, the entire Paradise Cut area will be preserved as natural habitat for the native flora and fauna (see Chapter VI: Implementation). The riparian ecosystem in Paradise Cut will be permanently preserved under the Habitat Management Plan. Existing nesting and foraging habitat will be preserved and managed for the benefit of Swainson's Hawk, as will other wetlands and existing agricultural lands. Orchard lands will eventually be converted to suitable crop types. Agricultural lands could also be converted to suitable native grasslands. A nature center for education about and observation of this ecological setting is possible near this area.

C. Selected Development Alternatives

This Specific Plan contains numerous recitations of the Lathrop General Plan's intent to allow flexibility in the arrangement and ultimate mix of land uses in West Lathrop, and especially on Stewart Tract. Thus, it is an inherent assumption of this Specific Plan to allow such flexibility in order to insure that the optimal range of land uses can be developed within West Lathrop.

In order to describe one comprehensive pattern of uses, the above narrative about the Development Concept and Figure III-4 have been provided. In addition to the array of uses shown in the Development Concept, there are other possible land uses that are explained below and are illustrated on Figure III-5: Selected Development Alternatives. Although not an exclusive list of alternatives, they do express other ways that the intent of the General Plan and Specific Plan may be carried out. Alternatives a-i, as they are labeled on Figure III-5, are described below under Mossdale Village and Stewart Tract headings.

1. Selected Mossdale Village Alternatives

a. Lake Oriented Housing

The Development Concept presently shows residential development along the San Joaquin river that is marina-oriented. It may prove more feasible and/or desirable to develop this site as a lake-oriented residential area.

b. Residential (Low) Site

A high school site is shown on the Development Concept in Mossdale Village. It is the intent of the City of Lathrop to build its first high school in the West Lathrop area. If the City and the school district elect at a future time to locate the high school elsewhere, this site would revert to R district residential (low density) like the areas surrounding it.

2. Selected Stewart Tract Alternatives

c. Golf-Oriented Housing Site

A regional shopping/entertainment center is shown on the Development Concept. If the shopping center were to be located elsewhere on Stewart Tract, this site would be suitable for golf-oriented housing, perhaps as a seniors housing development or a gated planned residential community.

d. Gateway Retail Site

In the future, access to the urban reserve area may be improved such that more development could occur here. For example, the Mossdale Drive/I-5 interchange could be improved or access from Golden Valley Parkway across the Southern Pacific Railroad tracks could be built.

SELECTED DEVELOPMENT ALTERNATIVES

- a. LAKE-ORIENTED HOUSING**
- b. RESIDENTIAL LOW**
- c. GOLF-ORIENTED HOUSING**
- d. GATEWAY RETAIL**
- e. WATER PARK/RETAIL**
- f. SPORTS COMPLEX**
- g. BUSINESS PARK/RETAIL/COMMUTER PARKING**
- i. MARINA-ORIENTED HOUSING**

RT TRACT/MOSSDALE VILLAGE LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

SEPTEMBER 27, 1995
Concept Design: The Jarrett Group
FIGURE III-5
0 600 1200 2400
0 183 366 915
feet
meters
pbr

SEPTEMBER 27, 1995 **FIGURE III-5**
Concept Design: The Jarrett Group

Either could create a gateway to Stewart Tract at this location and the opportunity for gateway-type land uses, such as motels, restaurants or retail uses.

e. Water Park/Retail Site

If access to the urban reserve area were to be improved by either added capacity at the Mossdale Drive/I-5 interchange or a new connection over the Southern Pacific Railroad tracks from Golden Valley Parkway, this might be the ideal location for a water park and supporting retail.

f. Sports Complex Site

If access to that part of the urban reserve site that is east of I-5 were improved, this could be an appropriate size site and location for a sports center with an arena and olympic or professional team training facilities and lodging. Although this area is presently shown as urban reserve, the types of uses that would be appropriate on this site could ultimately respond to urban/metropolitan leisure demand.

g. Business Park/Commuter Parking Site

If access to this urban reserve area were enhanced with improvements to the Mossdale Drive/I-5 interchange or a new connection across the Southern Pacific Railroad tracks, a retail/business park or other uses consistent with the CR zoning could be developed here. In addition, with improved access to I-5 at Mossdale Drive, this would be a good location for a region-serving commuter parking lot.

h. Lake-Oriented Housing Site

Along the edge of Old River, a lake-oriented residential development could be developed instead of a golf-oriented development. The focus of community life would differ but the vision for recreation-oriented residential would be achieved.

i. Marina-Oriented Housing

The portion of the golf-oriented residential along Old River that is nearest the river could be developed as a marina-oriented residential development instead--like Discovery Bay and other residential developments along the waterways of the San Joaquin Delta region. Here, homes could be built on broad levees or on raised foundations, allowing marina waterways to fluctuate with the tides. Backyard boatdocks would allow access to the delta river system for sailboats and powerboats.



INFRASTRUCTURE



INFRASTRUCTURE

A. *Circulation*

The intent of the West Lathrop Specific Plan, in keeping with the City's General Plan, is that development of this area (a) will include a new street system, (b) will supplement the area's freeway system and (c) will offer public transit alternatives for reaching the site and moving around on it. The following section describes first the regional circulation, i.e. ways and means of traveling to and from the plan area and then the internal street system and transit options.

The plan area's existing street system includes a few country roads; limited access from Interstate 5 (I-5) at the Mossdale interchange and Gold Rush Boulevard; indirect access from Interstate 205 (I-205) via MacArthur Drive/Paradise Road and Manthey Road, a two-way road which parallels I-5 and I-205. There currently are no public transit services or facilities in the plan area.

1. *Regional Access*

West Lathrop lies at the confluence of I-5, I-205 and State Highway 120. State Highway 99 runs north-south a few miles to the east. Rail lines of the Southern Pacific and Union Pacific Railroads run through the plan area. The region's five largest airports are all within about an hour and a half of the plan area and the plan area can be reached along the San Joaquin River system which runs alongside it. With this distinctive locational advantage, many modes of regional transportation can be effectively utilized to reach the plan area. This section explains how the development of West Lathrop will both take advantage of available means of transportation, share the burden presently borne by I-5 in the area and contribute to their improvement.

The new circulation system for West Lathrop will become part of the region's circulation system. (See Figure IV-1: Regional Circulation.) It will be served by the existing and planned freeway/roadway and rail network and will add to it. Similarly, it will utilize existing transportation services and will contribute new services and facilities thereby enhancing existing and future commuter programs. (See Figure IV-15: Public Transportation.)

There will be five major modes of transportation used to reach the plan area: air, water, rail, bus and automobile. Travellers may fly into Stockton Metropolitan Airport, San Francisco International Airport, San Jose International Airport, Oakland International Airport or Sacramento Metropolitan Airport on the largest commercial airliners or in private jets or helicopters and then reach the site in less than an hour and a half. Yacht and boat accommodations in Mossdale Village and Stewart Tract will allow for pleasant recreational journeys from other parts of the delta. Also, the Gold Rush City Theme Park project plans to provide Delta riverboat service during peak visitor months at the theme park.

Counter-commute passenger rail service from the Tri Valley and San Francisco Bay areas will bring visitors eastbound to the area's theme parks as well as carry commuters from this area westbound to the major employment centers. BART will soon (late 1995) reach East Dublin from which rail across Altamont Pass or bus service can bring people to West Lathrop. Gold Rush City Theme Park anticipates additional eastbound and westbound trains will be added concurrent with the opening of the theme park in 1998.

Facilitating both commute and visitor travel, there will be major multi-modal transportation center within West Lathrop and nearby. Trains, buses and other high-occupancy vehicle services will stop here. On site will be a park & ride site for San Joaquin commuters taking trains, buses or car pools west to the Tri-Valley, San Francisco/Oakland or San Jose's Silicon Valley and north to Stockton. Two or three other similar sites will be developed within 2-3 miles of the plan area. The center through a transportation demand management (TDM) program will coordinate the travel patterns of the multiple modes of transportation and help travellers and employees to expedite their trips.

Several types of high-occupancy vehicle service are expected to access the plan area. As the West Lathrop population grows, it will be served by sub-regional bus systems such as the existing Stockton Metropolitan Transit District (SMART) service. Also, direct service to West Lathrop and especially to the theme parks, entertainment center, hotels and other guest accommodations in Stewart Tract will be provided from the Stockton Airport and other such area transportation hubs via shuttle bus services.

Automobile travel to the plan area will be greatly improved with the development of the new street system shown in Figure IV-2: Circulation, and improved freeway access along I-5 and I-205 as described below.

2. Street System

The new street system for West Lathrop will be a comprehensive system intended to (a) link the plan area with its surroundings, (b) serve all of the activities within the plan area and (c) ensure that motorists, pedestrians and bicyclists can travel safely to, from and in the plan area (see Figures IV-3 & IV-8, Mossdale Village and Stewart Tract Circulation Plans, respectively).

It will be a system comprised of major arterials, including boulevards and parkways; collectors and local streets. The hierarchy of major streets for Mossdale Village and Stewart Tract is roughly the same; however, the locations of the types of streets varies somewhat. For Mossdale Village, Figure IV-4: Road Sections Key Map shows where each type of major street is located and Figures IV-5, IV-6 and IV-7 show the street sections. For Stewart Tract, Figure IV-9: Road Sections Key Map shows where each type of major street is located and Figures IV-10, IV-11, IV-12 and IV-13 illustrate the street sections. The primary Mossdale Village and Stewart Tract streets are described below.

Major arterial access routes to Mossdale Village will include Gold Rush Boulevard (6-8 lanes) and Golden Valley Parkway (6-8 lanes). Gold Rush Boulevard originates at I-5 along the eastern edge of Mossdale Village, at an interchange shared with Louise Avenue, a major

[illegible]

plbr

arterial in the central part of Lathrop. From there, Gold Rush Boulevard extends westerly through Mossdale Village to the San Joaquin River and into Stewart Tract where it meets Califia Drive. The major entry to Mossdale Village and Stewart Tract, it will be a six- to eight-lane median-divided street with landscaped parkways on both sides. Pedestrian and recreational bicycle travel will be accommodated in the parkways and there will be in-road bike lanes. There will be signalized intersections along Gold Rush Boulevard within Mossdale Village for access to the plan area's residential and commercial sites.

Golden Valley Parkway will also extend through Mossdale Village and Stewart Tract. The General Plan calls for the construction of Golden Valley Parkway initially from Lathrop Road southwesterly to Stewart Tract, parallel to I-5 and the I-5/I-205 merge. Initial construction would be as a four-lane divided facility to be extended south from Gold Rush Boulevard to Stewart Tract. Access to the urban reserve areas east of the Southern Pacific Railroad tracks may be provided in the future with either improvements to the Mossdale Drive/I-5 interchange or improved access across the tracks from Golden Valley Parkway to the urban reserve area.

Golden Valley Parkway will be extended north of the intersection at Gold Rush Boulevard beyond this plan area to Lathrop Road when traffic warrants indicate through the on-going traffic monitoring program. The City will participate on a "fair-share" basis with Caltrans, the County and the City of Stockton to extend Golden Valley Parkway north to the City of Stockton as a parallel facility to I-5 so as to further the purposes of preserving the freeway for through traffic functions. The timing of this improvement will be determined by traffic monitoring and policy agreement among the local jurisdictions affected.

Golden Valley Parkway will be extended south and then west of Stewart Tract as an expressway parallel to I-205, with a new interchange connection to I-205 at Paradise/Chrisman Road. This facility will be available when needed (as determined by traffic monitoring) to ease traffic demands upon the Louise Avenue/I-5 interchange. In addition, another arterial route for local trips will be from Gold Rush Boulevard to Califia Drive and thereby westerly through the Stewart Tract to Paradise Drive.

In addition to a bike lane in the street, parkways on either side of Golden Valley Parkway will be pleasant routes for persons walking or riding bicycles and the like. The light rail route will parallel Golden Valley Parkway through Mossdale serving the more intensive uses located alongside it, crossing the San Joaquin River using the Southern Pacific bridge. It can then parallel the west side of the Southern Pacific right-of-way and utilize the rail transit station for cross track commuting.

The existing Mossdale Drive on- and off-ramps from I-5 offer a lower capacity third point of access to the few uses east of the Southern Pacific Railroad right-of-way. Califia Drive, a curvilinear four- to six-lane major arterial, will connect the site's eastern entertainment complex and the western village center. All of the collector roads in Stewart Tract will stem from Califia Drive although it will be within one-quarter mile of most residents and activities. A gracefully curving roadway, it will contain a landscaped median swale as well as landscaped parkways for pedestrians and recreational bicyclists. It will serve as a bus route with stops within easy walking distance for everyone. Village Center Drive will be a four-lane major

collector which bisects the tract's core area, providing direct access to services and activities in the village center. Paradise Drive begins at Califia Drive at the west end of Stewart Tract and will head south to an interchange at I-205. It will be a four-lane median-divided arterial.

A four- to six-lane major arterial ring road, Califia Drive, will provide access through Stewart Tract (see Figure IV-11). West of the Village Center, it (West Califia Drive) will have four travel lanes and to the east, it (East Califia Drive) will have six-lane. It will be intersected by the four-lane Paradise Road near the western end of the tract and the four-lane Gold Rush Boulevard.

A traffic roundabout is planned where Califia Drive intersects each major arterial. With three lanes around the perimeter of a large round landscaped area, each roundabout will distribute traffic and act as a dominant gateway feature at the Gold Rush Boulevard and Paradise Drive intersections.

Within Mossdale Village there is one primary village collector, River Road, linking the various land use activities. It originates within the village center and loops through both of the neighborhoods in Mossdale Village. It will be a two-lane collector street, with bike lanes and a landscaped parkway for non-vehicular movement on either side of it. River Road will serve primarily local Mossdale Village traffic, such as neighbors visiting neighbors or local shopping trips. Complementing River Road will be a scenic drive that runs along the levee open space corridor throughout Mossdale Village. The remainder of the Mossdale Village plan area is served by collectors or local streets, with the local streets in a tighter grid pattern nearer the village center. The existing Manthey Road will be reconstructed as a frontage road to provide access to the service commercial corridor along I-5.

3. *Freeway Interchanges*

a. *Paradise Interchange*

A schematic design of the lanes required at the new Paradise/Chrisman Road/I-205 freeway interchange for the year 2025 is presented in Figure IV-14. At a minimum, a four-lane overpass would be required. Both ramp intersections warrant signalization. On- and off-ramp lanes required at their surface street intersections with Paradise Road would be as follows:

I-205 Eastbound Off-Ramp	2 lanes
On-Ramp to Eastbound I-205	1 lane
I-205 Westbound Off-Ramp	2 lanes
On-Ramp to Westbound I-205	1 lane

b. *Louise Avenue-Gold Rush Boulevard Interchange*

A schematic design of the lanes required at the Louise Avenue-Gold Rush Boulevard/I-5 freeway interchange for the year 2025 is presented in Figure IV-14. An eight-lane underpass of the freeway would be required with loop on-ramps in the northwest and southeast quadrants of the interchange to accommodate Louise Avenue to southbound I-5 traffic. On-

CIRCULATION



STEWART TRACT/MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

CIRCULATION



MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA



SEPTEMBER 27, 1995 FIGURE IV-3



ROAD SECTIONS KEY



MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

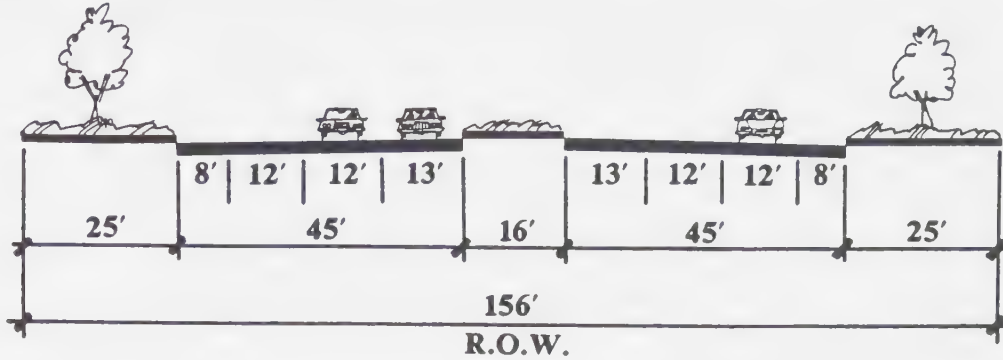


SEPTEMBER 27, 1995 **FIGURE IV-4**

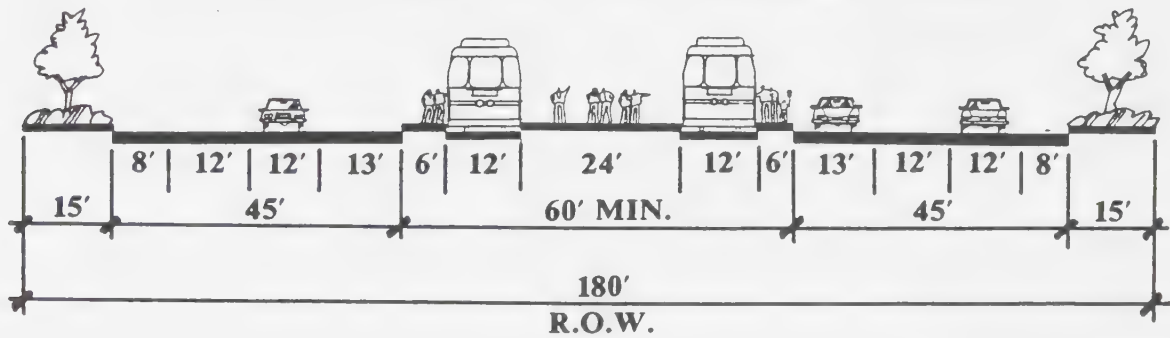


PROPOSED ROAD SECTIONS

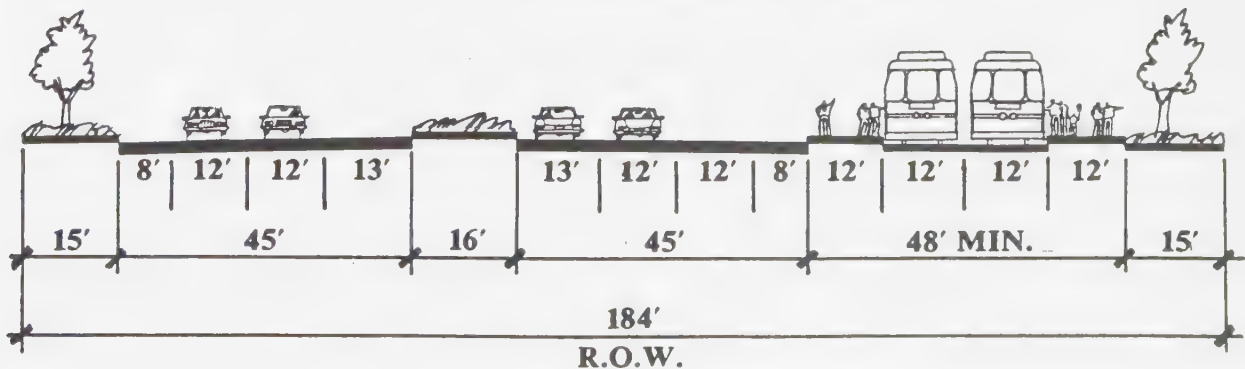
Ⓐ GOLDEN VALLEY PARKWAY and GOLD RUSH BLVD. 6 Lane Planted and Median



A-1 GOLDEN VALLEY PARKWAY ALTERNATIVE 6 Lane Parkway with Light Rail Transit in Median Midblock



A-2 GOLDEN VALLEY PARKWAY ALTERNATIVE 6 Lane Parkway with Side-Running Light Rail Transit



MOSSDALE VILLAGE

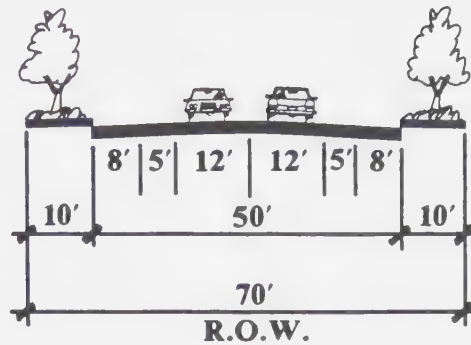
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

SEPTEMBER 27, 1995 FIGURE IV-5

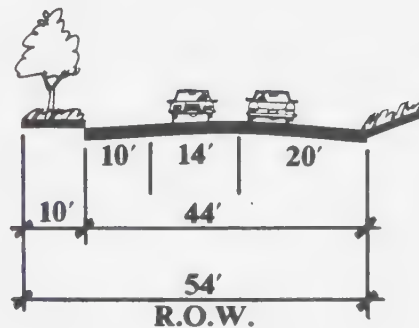
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PROPOSED ROAD SECTIONS

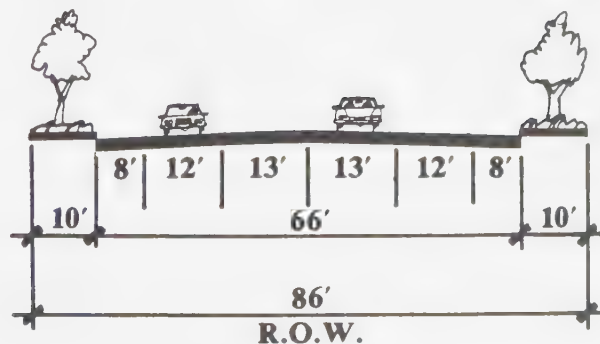
Ⓑ RIVER ROAD
2 Lane Major Collector



Ⓒ FRONTAGE ROAD and MANTHEY ROAD
2 Lane Collector

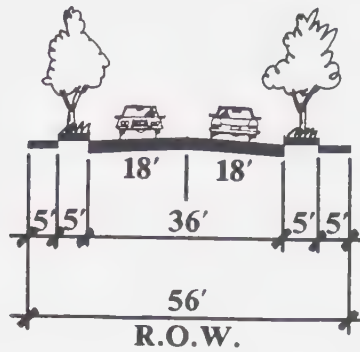


Ⓓ SCENIC DRIVE
4 Lane Major Collector



PROPOSED ROAD SECTIONS

- ⑤ LOCAL STREET (Typical-not shown on Key Map)
2 Lane



CIRCULATION



STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

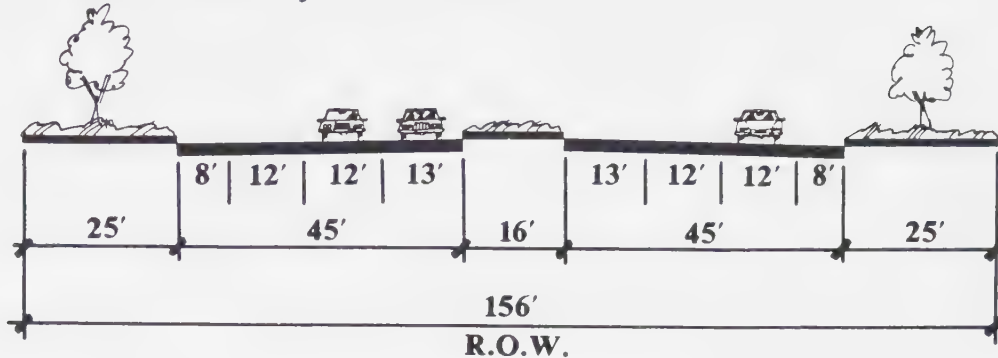
ROAD SECTIONS KEY



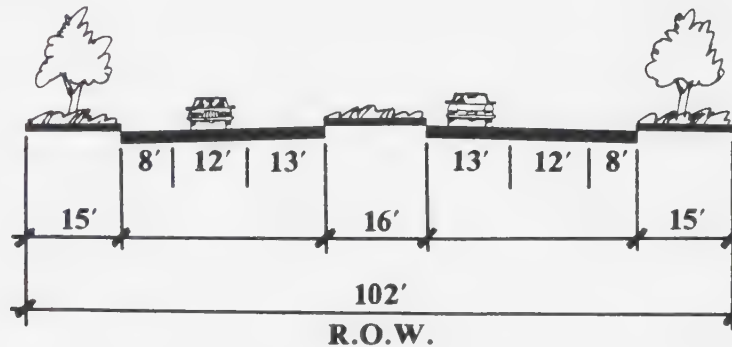
STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

PROPOSED ROAD SECTIONS

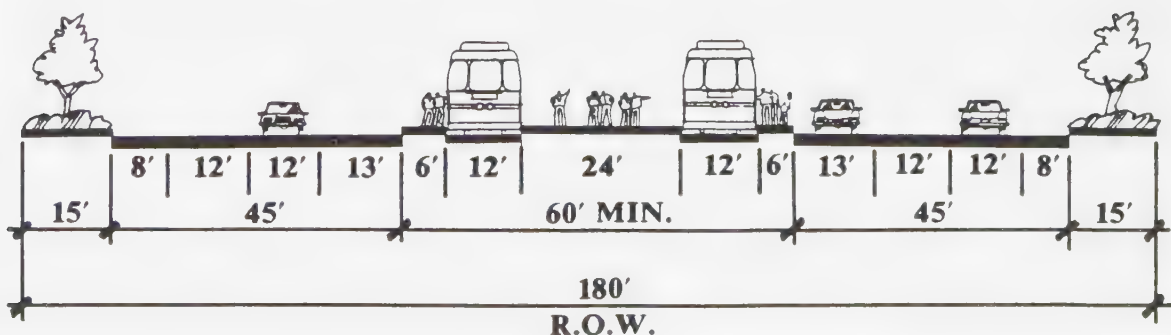
- Ⓐ GOLD RUSH BLVD. and
GOLDEN VALLEY PARKWAY
6 Lane Planted Parkway and Median



- Ⓑ PARADISE DRIVE (part of)
4 Lane Parkway



- B-1 GOLDEN VALLEY PARKWAY ALTERNATIVE
6 Lane Parkway with Light Rail Transit in Median



STEWART TRACT

WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

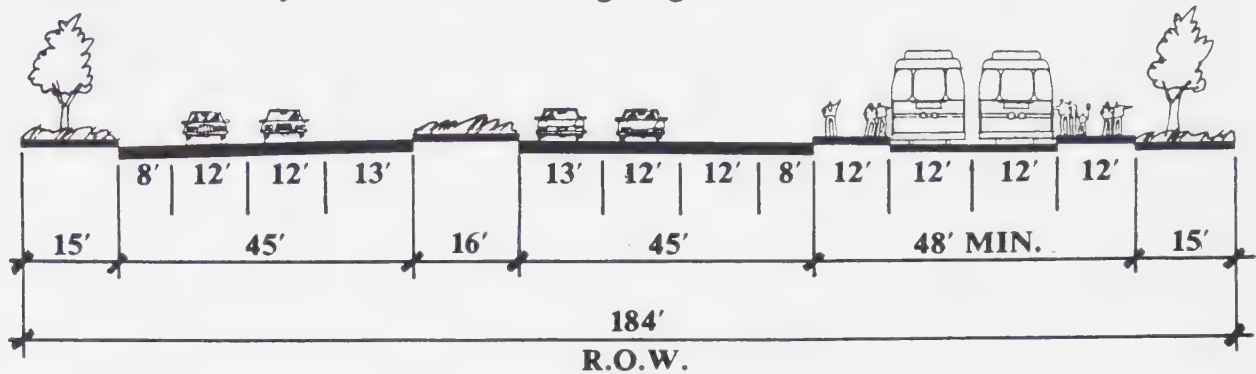
SEPTEMBER 27, 1995 FIGURE IV-10

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PROPOSED ROAD SECTIONS

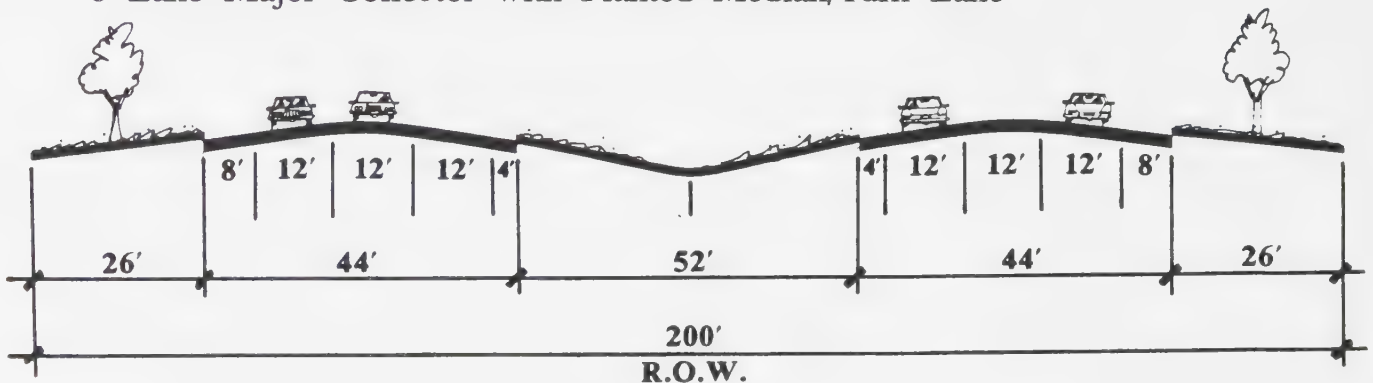
B-2 GOLDEN VALLEY PARKWAY ALTERNATIVE

6 Lane Parkway with Side-Running Light Rail Transit



© CALIFIA DRIVE (EAST and WEST)

6 Lane Major Collector with Planted Median/Turn Lane

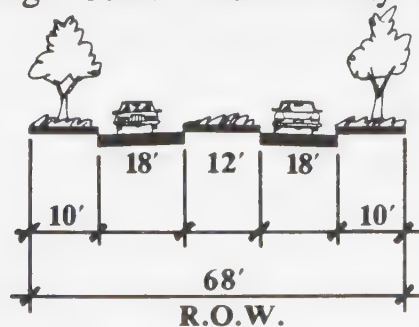


© VILLAGE CENTER DRIVE and MANTHEY ROAD

2 Lane Major Collector with Planted Median/Turn Lane

Note:

Manthey Road and Village Center Median may be Paved Shared Turn Lane.



STEWART TRACT

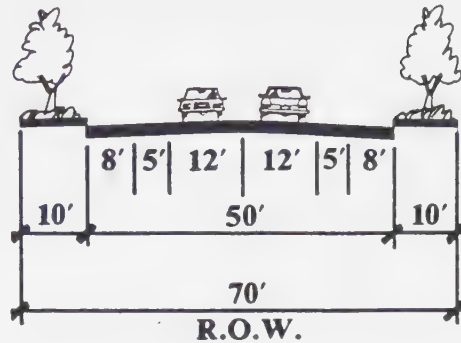
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

SEPTEMBER 27, 1995 FIGURE IV-11

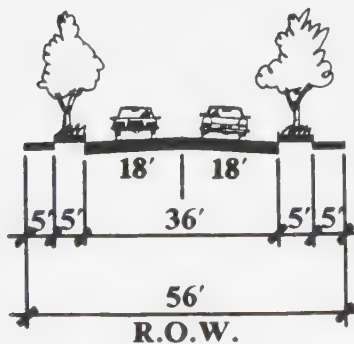
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PROPOSED ROAD SECTIONS

Ⓔ COLLECTOR (Typical) 2 Lane



Ⓕ LOCAL STREET (Typical-not shown on Key Map) 2 Lane



STEWART TRACT

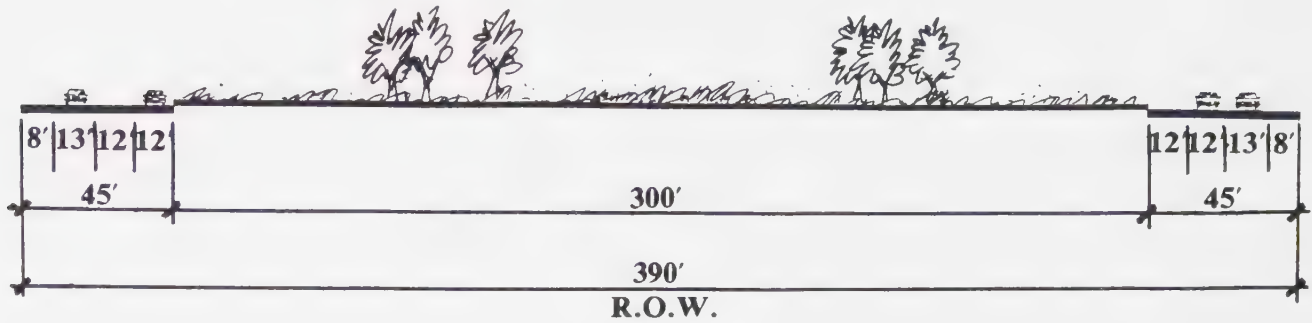
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

SEPTEMBER 27, 1995 FIGURE IV-12

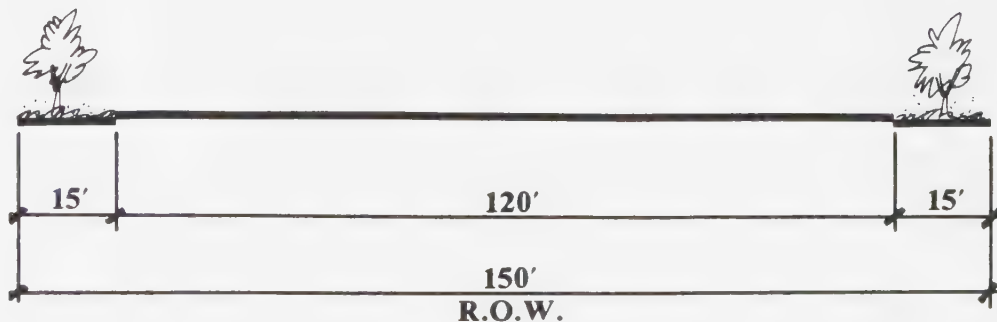
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PROPOSED ROAD SECTIONS

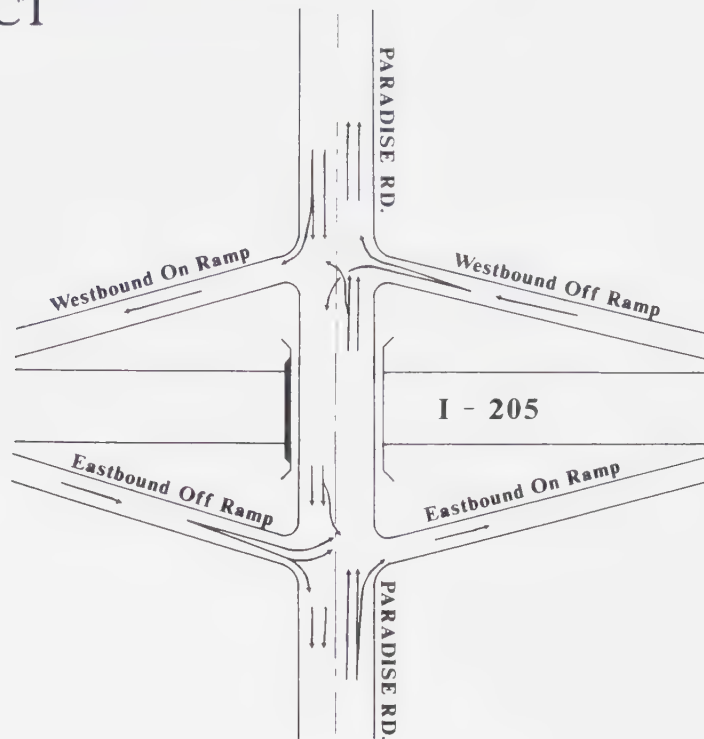
- Ⓒ ROUNDABOUT (Typical)
6 Lane Roundabout with Central Landscaped Area



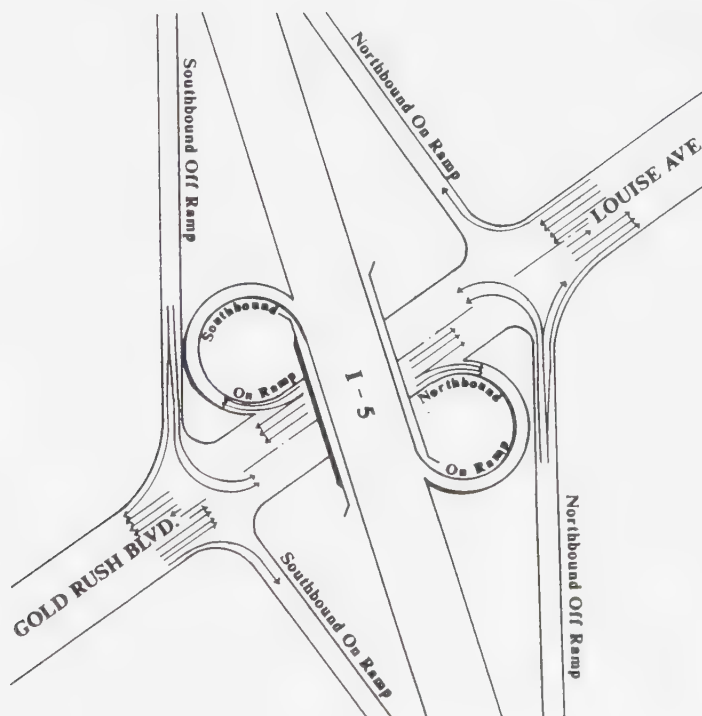
- Ⓗ CENTRAL SPINE
For Ground and Aerial Transit and Circulation



PARADISE ROAD INTERCHANGE 2025 STEWART TRACT



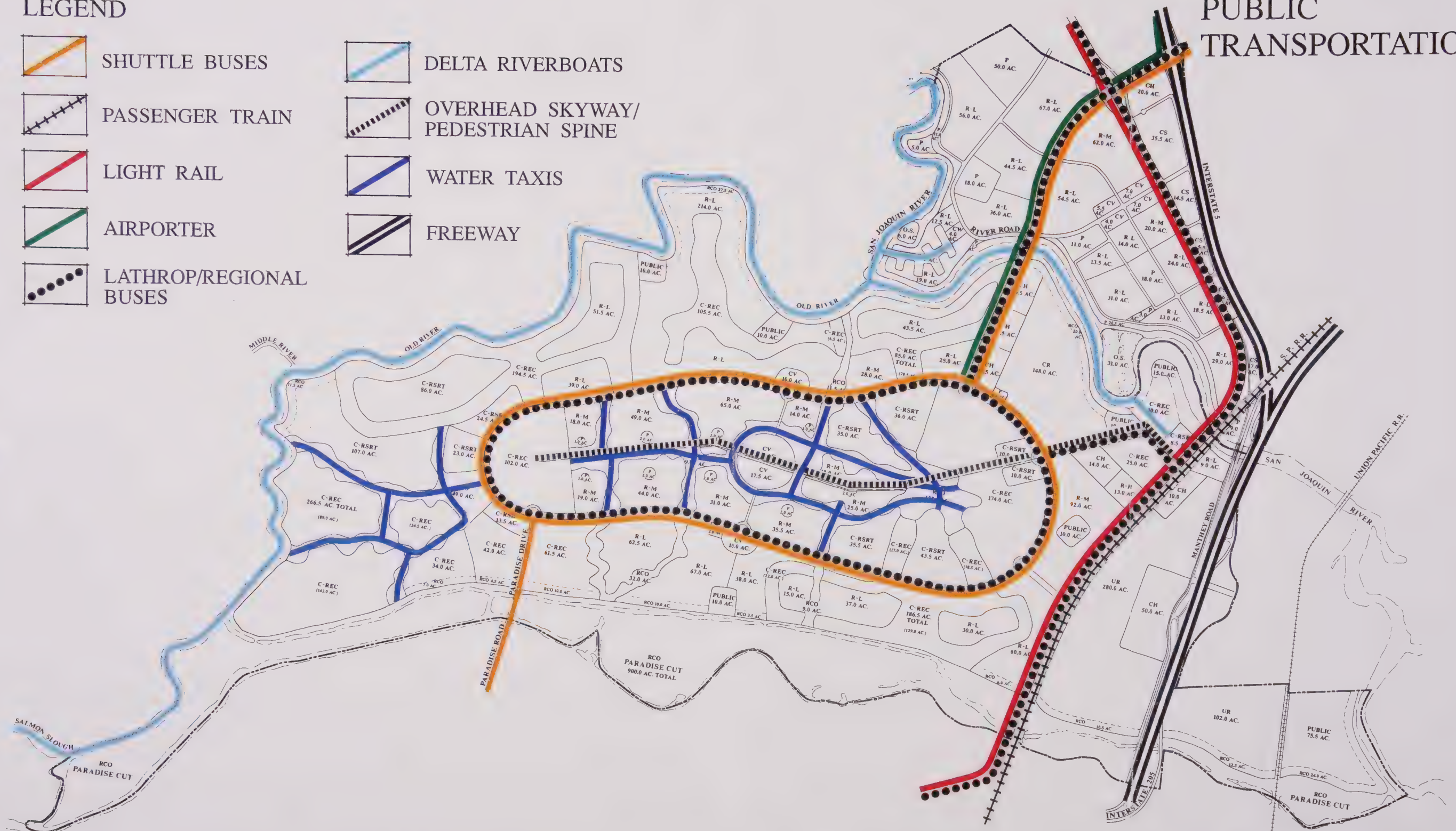
LOUISE AVENUE/GOLD RUSH BLVD. INTERCHANGE 2025 MOSSDALE VILLAGE



LEGEND

	SHUTTLE BUSES		DELTA RIVERBOATS
	PASSENGER TRAIN		OVERHEAD SKYWAY/ PEDESTRIAN SPINE
	LIGHT RAIL		WATER TAXIS
	AIRPORTER		FREEWAY
	LATHROP/REGIONAL BUSES		

PUBLIC TRANSPORTATION



STEWART TRACT/MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

and off-ramp lanes required at their surface street intersections with Louise Avenue-Gold Rush Boulevard would be as follows:

I-5 Northbound Off-Ramp	4 lanes
On-Ramp to I-5 Northbound	3 lanes
I-5 Southbound Off-Ramp	4 lanes
On-Ramp to I-5 Southbound	3 lanes

4. *Waterways*

Another principal circulation network in West Lathrop will be the Stewart Tract waterways. Along a series of lakes and canals, it is expected that many trips internal to Stewart Tract will be made using individual or group means of boating. Like some busy harbor areas, there will likely be water taxis, water buses and many small private craft for the conduct of errands, for reaching the theme parks/entertainment complex/village center or other recreational destinations, and for the pure enjoyment of this scenic setting. The waterways system stretches through the heart of Stewart Tract and reaches beyond Califa Drive into the wildlife park, golf and residential areas to unify the Stewart Tract way of life.

5. *Trails*

The third network for circulation throughout West Lathrop is the trail system. It will be comprised of mid-block trails, sidewalks, landscaped parkways, lakeside paths and levee trails. The vision is that these several types of trails are interconnected as much as possible so that travellers can go for short walks or extended hikes using the trail system. It will connect daily activities such as homelife, elementary schools and retail shops. It will also provide recreational routes for walking to dinner, exploring the Paradise Cut nature center or strolling along the levees of the San Joaquin River at sunset. See Chapter V: Community Design.

6. *Skyway System*

An overhead skyway system as unusual as a gondola or chair lift may connect Gold Rush City via the higher density themed cultural housing areas and the village center to the second theme park at the west end of the plan area. This transportation spine will serve both residents and visitors travelling between their homes and rental accommodations and major attractions and facilities.

7. *Transit*

Various modes of on-site transit for the convenience of visitors to Stewart Tract may include boats, shuttles, light rail and overhead vehicles. Transit vehicles will convey visitors to and from the theme parks and the multi-modal transportation station and parking facilities planned in close proximity to rail and boulevard expressway access. As Stewart Tract develops westerly, the primary ring road street system will also serve as a transit corridor allowing visitors to move within and around the entire tract without having to use automobiles. A high intensity transit corridor or "spine" will connect major activity centers with major

concentrations of visitor motel, hotel and housing facilities. This commitment to high-intensity on-site transit will be matched by low intensity vehicles such as golf carts for movement among housing and outdoor recreation areas and facilities. The objective will be to minimize (if not totally eliminate) dependence on the auto for on-site movement of people. See Figure IV-15: Public Transportation which shows generalized on-site transit. In addition to what is shown on the figure, public transit will be provided on local streets.

Local transit is also to be provided within Mossdale Village, connecting the Village Center with other activity centers of the community, including, shopping, schools and major employers. Initially, transit service will be provided by buses. However, the Golden Valley Parkway corridor includes sufficient land to accommodate a rail transit right-of-way which eventually would provide connecting service with the communities of Stockton, Manteca and Tracy. The light rail right-of-way may be used on an interim basis for exclusive bus lanes.

Highway congestion management, population and employment growth, limited energy resources for transit, increasing sensitivity to air pollution and other environmental concerns are planning issues which San Joaquin County is currently facing. Due to these overriding issues, the county is focusing on four major transportation strategies to address potentials for road improvements and transit alternatives, such as commuter or inter-city rail or shuttle transit service for the future.

The first is the I-5 Corridor Strategic Transportation Plan, a regional study conducted by the San Joaquin Council of Governments in association with Stanislaus and Merced Counties. This will focus on longer distance travel and will include highway improvements for both single occupancy and high occupancy vehicles, increased facilities and services for express bus and high speed Altamont Pass rail service with commuter rail along the I-5 corridor between Stockton and San Jose. The second study, I-205 Project Study Report (PSR), is sponsored by the State of California Department of Transportation with the assistance of the San Joaquin Council of Governments. The study calls for I-205 widening from four lanes to six lanes and the overpass structures widened to eight lanes.

Due to high population growth in San Joaquin County and increasing traffic congestion along the I-205/I-580 corridor, transit improvements were also seen as necessary. The voter approved Proposition 116, the Clean Air and Transportation Improvement Act of 1990, authorizes the state to issue general obligation bonds for rail projects such as the Altamont Pass Corridor and for rail service between Stockton and Sacramento. Revenues for rail service in Altamont Corridor through the San Joaquin County Measure K Program are also available. An Altamont Corridor Analysis has been conducted resulting in a two-phase program.

By the end of 1995, a two year Phase One demonstration service will focus on short-term passenger rail options for Phase One of the Altamont Corridor Rail Analysis. This service would operate two westbound trains in the morning and two eastbound trains in the evening between San Joaquin County and Santa Clara County. A stop at Stewart Tract is being considered. Phase Two will focus on mid-term and long-term rail options. Specifically, the use of the Southern Pacific track from Manteca-Lathrop will be studied, as will the potential alignment for high-speed rail over Altamont Pass.

In addition to rail, multi-modal facilities would serve intercity bus, local bus and dial-a-ride services. Future planning efforts will coordinate a countywide bus service with a countywide network for park & ride lots, bicycle routes, pedestrian circulation and access for elderly and handicapped persons. Two stations are being considered near or in Lathrop: the first is located on the Union Pacific tracks near Yosemite Avenue, near the Manteca-Lathrop border and the second is in the Stewart Tract plan area, west of I-5. Remote parking lots north along the I-5/Southern Pacific Railroad corridor and west along the I-205/Southern Pacific and Union Pacific Railroad corridors will permit access to and from Stewart Tract by trains, especially during major events.

Within the next seven to ten years, high speed rail service will most likely include new alignments between Los Angeles and the Bay Area and Sacramento and the Bay Area. A Caltrans-sponsored route alignment study may begin within the next year. One or two new stations will be required in the San Joaquin area. Specifically, station locations are being considered in Tracy and points west of the San Joaquin Valley near I-580.

Any of these transit alternatives that use the Lathrop stops could be directly connected to the Stewart Tract and Mossdale Village on-site transit systems. A multi-modal transit center is proposed in close proximity to the park and ride facility along the Southern Pacific railroad right-of-way. It is being planned in conjunction with three other nearby 400-car park and ride lots. Small and/or larger bus systems could take regional travelers from the Stewart Tract multi-modal center to their destinations. Such buses or jitneys would also be links to the system of waterways within Stewart Tract.

The light rail transit conceived in this plan is derived from the City's requirement for light rail serving all of West Lathrop as part of the General Plan. The overall intent is to connect the City's planned central commercial and civic center north of this plan area with the uses described herein. In the long term, it has been suggested that this right-of-way might join Stockton, Lathrop and Tracy. To allow for these possibilities, the light rail transit right-of-way is to be preserved in Mossdale Village and Stewart Tract. At this time, alignments that allow for side-running or center-running next to Golden Valley Parkway are shown in Figures IV-10 and IV-11, although a route paralleling the Southern Pacific Railroad in Stewart Tract may prove to be the most feasible, giving rise to a truly multi-modal center.

8. *Transportation Demand Management Program*

The objective of a Transportation Demand Management Program (TDM) is to encourage commuters to travel together or on public transit so that fewer people will drive alone during peak commuting periods. The West Lathrop Specific Plan TDM program will assist those who commute to and from the Specific Plan area as well as within it. A successful TDM program is designed to provide financial advantage to those who participate. If such advantages are not included, the program is unlikely to succeed.

The City of Lathrop will utilize and fully comply with the Commute-Based Trip Reduction Rule (Rule 9001) developed and adopted by the San Joaquin Valley Unified Air Pollution Control District and used for the Congestion Management Program in San Joaquin County.

In addition to any requirements under such ordinance, development in the West Lathrop Specific Plan area shall comply with the following program.

West Lathrop TDM

Following are the TDM strategies which will be considered for implementation within the West Lathrop Specific Plan area in general.

- Appointment of a workplace coordinator to serve as liaison to the City's TDM coordinator.
- Financial support for any reasonable combination of TDM measures such as transit related, programs, ridesharing including car pool and van pool, non-vehicular commute modes and alternative work hour programs.
- The construction of secured large scale parking lots for car pools, buses, vans and commuter rail for regional commuter use early on in the project.
- Financial/time incentives given directly to employees.
- On-site parking management programs with charges and subsidies.
- Priority treatment for ridesharing with guaranteed rides home.
- Paid TDM Coordinator for the dissemination of information and marketing of the various commute alternatives.
- Site/area-wide surcharges to increase the cost of single occupancy vehicle parking.
- Provision of a commuter rail station on site to be developed in conjunction with the San Joaquin COG rail transit program.

The composition of the West Lathrop Specific Plan, which includes the four theme parks and the destination resorts, should offer a variety of exotic as well as conventional approaches to visiting West Lathrop. Project Proponents envision river boats and steam trains connecting the plan area to San Francisco and Sacramento as well as to regional transit systems such as BART. Moving around within the plan area will be accomplished with electric boats, aerial tramways, electric cars as well as the more conventional buses and vans. TDM alternatives for the West Lathrop Specific Plan theme park and non theme park employment areas might consist of the following:

- Transit service improvements, both public and private, would be achieved through a transit demand management coordinator who would work with the theme parks and hotels, office park and associated retail commercial businesses to provide for employee access to the plan area through the use of buses and car pools from surrounding residential areas.
- Concepts such as compressed work weeks, flexible work schedules and telecommuting would be encouraged by the employers within the Specific Plan area.

The implementation of a TDM program for the West Lathrop Specific Plan will come to fruition over time. It will be an evolving process where the TDM coordinator and the City of Lathrop identify projects and problems and match these with alternatives to single occupancy vehicle travel and the necessary financial incentives to insure its success.

B. Utilities

As a part of the General Plan adopted by the City of Lathrop, a series of goals and policies were established. With these goals and policy statements, the City specifically called for provision of all of the needed utilities and public services for planned development within the West Lathrop Specific Plan in a carefully phased manner. Because the timing and financing sources for implementation of these systems are likely to be different for Mossdale Village and Stewart Tract, the plans are depicted separately. They are, however, based on the ultimate provision of comprehensive systems for the West Lathrop Specific Plan area for each utility, to be operated by the City of Lathrop.

1. Water

a. Introduction

The City of Lathrop's Comprehensive General Plan established a strategy program for meeting requirements for municipal water supply. Anticipating significant urban growth and recognizing the limits to the availability of a reliable ground water source, the General Plan listed a number of possibilities for additional water supply. The General Plan EIR requires that development within Stewart Tract and Mossdale Village be withheld until the extent of development to be approved is supported by assurance that a firm supply of water will be obtained commensurate with the amount of urbanization to be provided. The possible need for phasing in urban water supplies is recognized. To meet this test, the City has been exploring several approaches singly, or in combination, including conversion of appropriative rights, riparian rights, and contracting for surface waters that would be provided by the South San Joaquin Irrigation District (SSJID).

b. Primary Water Source - SSJID

At this time, the most attractive source is participating with the SSJID. An initial study by SSJID has demonstrated the merit of SSJID being a major wholesaler of treated water to valley communities, including Lathrop. A second more detailed study authorized by SSJID has been prepared titled South County WTP and Conveyance Study (Draft) dated March 1994. This study confirms the availability of SSJID water to the City of Lathrop and recommends a SSJID treatment plant site.

Currently, negotiations are taking place between Lathrop and the SSJID for water service and it is expected that within time the City of Lathrop will receive water from a proposed water treatment plant owned and operated by SSJID southeast of Lathrop. If such negotiations are not successful or the source of water is ultimately determined not to be feasible, the surface water rights and well water of Stewart Tract will be fully developed as a permanent source of water. This will require that a permanent water treatment plant be constructed on Stewart Tract.

However, should the City of Lathrop not be able to provide Stewart Tract with potable domestic water in a timely manner, the City and Califia will seek to convert a portion of the

Stewart Tract's ground water or its very large agricultural water entitlement (ranging from 14k-30k acre feet/year) to municipal and industrial (M&I) use until such time as service is provided by Lathrop or another regional provider. Any conversion of agricultural water entitlements for the Stewart Tract to urban use must assure the continued availability of water for on-going agricultural use until such time that phased conversion of lands to urban use is justified.

c. *Water System Master Plan*

The Lathrop General Plan established policies to be followed in the preparation of a water system master plan. In July 1992, a Water System Master Plan for the City of Lathrop was published. The master plan recommended a master water system improvement plan to serve the anticipated growth areas of the City of Lathrop as outlined in the General Plan. Such a plan was based on continued reliance on the groundwater for providing about fifty (50%) percent of the City's potable water needs, with the remainder of the supply coming from a surface water source to the east of the City. The Master Plan recognized that the continued reliance on groundwater for a portion or all of the City's water needs could be risky and recommended the City secure a surface source of water to assure that the City's future water needs are satisfied. A treated surface water supply will be provided from east of the West Lathrop Specific Plan at a variable demand rate up to the maximum day rate.

The development of a water distribution master plan for the West Lathrop Specific Plan, relies on the applicable portions of the Master Plan as a guide. Any deviations from the design intent of the Master Plan will be as a result of the proposed unique land uses in Stewart Tract, as well as more current design standards. Such deviations will be addressed as amendments to the Master Plan as and when appropriate.

The water system master plan for the West Lathrop Specific Plan is based on full build-out conditions. Although some design consideration has been made for the phasing of the development, the future phasing plans, when more clearly defined, may require a re-analysis of the water system master plan to insure that the water needs of each phase of the development are properly met.

d. *Estimate of Water Demand*

Future potable water demand was estimated for Mossdale Village and Stewart Tract. The estimates were based on land uses shown on the Mossdale Village Land Use Concept plan dated September 27, 1994, and the Stewart Tract Land Use Concept plan dated September 27, 1995.

The daily water demand rates were estimated based on rates established in the Lathrop Water System Master Plan when applicable and from other sources. The rates for the theme parks and satellite uses were based, in part, on information regarding the utility loads and demands associated with other major theme park developments. The daily water demand rates are subject to change in the event there are changes to the Land Use Concept plans. Also, a reevaluation may be necessary when the various land uses are defined in more detail in future phases of development planning.

The City of Lathrop has established a policy of utilizing reclaimed wastewater for irrigation of golf courses and open spaces during the summer months. In the planning of the potable water and wastewater facilities for the West Lathrop Specific Plan, this policy is being followed. In the case of Stewart Tract, it is presently estimated that, under normal conditions, there would be excess capacity in the golf course area and open space than that required to handle wastewater effluent generated by the Stewart Tract development. In fact, the golf courses alone can accommodate the entire effluent during summer months. Therefore, in estimating potable water demand for the various land uses, it has been assumed, under normal conditions, that both reclaimed and potable water can be used in Stewart Tract to irrigate parks, golf courses, open space, and the landscaped portions of major roads. Irrigation by potable water can be augmented in the future, with alternate non-potable sources, such as well water or river water.

e. Design Assumptions

The preliminary design of the water delivery system for the proposed development within the West Lathrop Specific Plan is based on the following criteria:

- The average daily demand is in accordance with the total with conservation.
- The peak day demand is equal to twice the average daily demand.
- The peak hour demand is 3.5 multiplied by the average daily demand.
- Fire flow (at a minimum residual pressure of 20 psi) is provided at the following rates:
 - Residential - 1,000 gpm, 2-hour duration
 - Commercial/Institutional - 3,000 gpm, 4-hour duration
 - Theme parks and satellite uses - 4,000 gpm, 4-hour duration
(assuming building sprinklers)
- Emergency reserve storage is equal to twice the average day demand.
- A minimum residual pressure of 30 psi at peak hour demand.
- A treated surface water supply will be provided from east of the West Lathrop Specific Plan at a variable demand rate up to the maximum day rate.
- Water storage facilities will be located at strategic locations within the proposed development and will be a source of water when demands exceed outside delivery capabilities; for fire flow needs; and in case of an emergency.
- On-site lake water will be available to supplement fire flows if needed.

f. Approach to the Preliminary Design

The water system analysis and preliminary design is limited to the proposed development within the West Lathrop Specific Plan. As previously stated, water service to the plan area is assumed to originate from a treated surface supply to the east. A portion of this supply is to come through the existing City water system, including expanded facilities as proposed by the Water System Master Plan.

An analysis of the City's existing and master planned facilities as a part of the West Lathrop Specific Plan system is not being considered at this time. When final Lathrop buildout is considered, the present Master Plan will be revised. Such an analysis should include the

water system proposed for the West Lathrop Specific Plan area. The enlargement of the City's southerly water system may be necessary to adequately meet the demands of the West Lathrop Specific Plan.

For the present analysis, it has been assumed that a water works facility, owned by the City, will be located somewhere in the vicinity of State Highway 120 and Yosemite Avenue. This facility will receive a treated water supply from SSJID (which is assumed to be supplied at a low pressure) and inject it into the City's water system supply network creating a higher network pressure. A similar facility is expected to be constructed in the northerly portion of the City. The southerly water works facility is expected to have sufficient capacity to supply the needs of the southerly portion of the City's water distribution system, including that in the West Lathrop Specific Plan area. It is planned that pipe connections to the West Lathrop Specific Plan system will be made at the following locations:

- Louise Avenue/Gold Rush Boulevard at the northeast side of Mossdale Village.
- From a crossing of the I-5 Freeway at the southerly end of Mossdale Village, east of the San Joaquin River.
- Existing Mossdale Drive at the southeast boundary of Stewart Tract. (This would require a transmission pipeline crossing of the San Joaquin River south of the I-5, if feasible at a bridge crossing.)

It is recognized that a future pipe connection will exist where Golden Valley Parkway crosses the north boundary line of the West Lathrop Specific Plan. Because it is difficult to estimate the timing of the development to the north, it has been assumed (conservatively) that it will occur after the development of the West Lathrop Specific Plan. The fact that this connection point is relatively close to the Louise Avenue connections, adding the extra source of water during future planning analysis, should not significantly affect the overall design of the water delivery system.

To analyze and establish a preliminary design for the water system in the West Lathrop Specific Plan, various assumptions of flow and pressure conditions have been made at the supply connection points noted above. Through computer analysis, the proposed preliminary water distribution system is what can be reasonably expected for the proposed project. A future analysis may be necessary to assure compatibility with the future City of Lathrop's master planned system.

g. System Concept

The preliminary design of the proposed potable water transmission system consists of a looped series of waterlines that is intended to convey potable water from the City of Lathrop to the plan area. The potable water transmission system includes pumps, pipes, valves, storage facilities and other appurtenances necessary to convey potable water. A computer model using the computer program Cybernet (Version 2.10) was used to design the system.

h. Water Transmission System

Figures IV-16 & IV-17: Water Transmission System shows the layout of the proposed water transmission system for the Specific Plan. The system is designed for maximum day demand plus fire flow. It shows the water transmission system and indicates the individual junction nodes and pipe numbers. The water demand at the junction nodes is based on the water demand factors for the various land use designations within the junction nodes' area of influence.

The water transmission system consists of pipe sizes ranging from 8" to 24", booster pumps, valves and storage facilities. The system is designed for maximum day demands and the pipe sizes were based on the desire for pipes having a maximum head loss per 1,000 feet of 5 feet, a range of junction node pressures between 30 psi and 60 psi and the entire water supply from the City of Lathrop with no water supplied from the on-site storage facilities.

i. Water Storage Facilities

The storage facilities provide an additional water supply to serve peak hour demand and provide reserve storage in the event of a system source shutdown or fire. The reserve storage consists of three components, (1) Equalization, (2) Emergency and (3) Fire.

Equalization storage will provide water system demands in excess of the off-site water source delivery capability. Emergency storage will provide water during emergency situations such as pipeline failures, equipment failures, water treatment facility failures or natural disasters. Fire storage will provide water for fire flow requirements within the community area. These facilities are designed to supply the system during peak hour demands and still maintain adequate storage in the event of fire. The tanks are to be refilled during the off-peak hours.

The system is designed with five (5) storage facilities totaling 26 MG. The siting of these facilities is based on the Stewart Tract Phasing Plan, dated September 27, 1995, and the Mossdale Village Phasing Plan, dated September 27, 1995, both prepared by PBR.

j. Alternative Water Supply - Stewart Tract

Although potable water for Stewart Tract is expected to be provided principally by the South San Joaquin Irrigation District's proposed new water treatment plant, the feasibility of using a Ranney collector or of using vertical wells to develop groundwater as a firm alternative water supply was explored. The cost of associated water treatment was also estimated. Vertical wells are recommended for developing groundwater as an alternative water supply for Stewart Tract. A centrally located water treatment plant should be constructed to provide full conventional treatment with disinfection by ozonation followed by a filter charged with granular activated carbon and reverse osmosis, if necessary. Because knowledge of a site's geological characteristics is crucial to the success of developing a groundwater source, testing will be conducted to obtain specific information on the sites being considered for well location.

Regardless of whether a ground water supply is the principal source or an alternate source, the water must meet the standards outlined in the California Code of Regulations Title 22, Chapters 14 through 17 (Appendix A). A water permit must be obtained from the State Department of Health Services (DHS). Water collected using the Ranney method will be classified by DHS as groundwater directly under the influence of surface water and will therefore be required to meet the same quality standards as surface water treatment. Existing surface water and ground water quality data for locations in the vicinity of the project site were examined, compared to drinking water standards. Parameters of surface water of most concern include turbidity, trihalomethane formation potential, manganese and bacteria. Parameters of groundwater of most concern include chloride, iron, manganese, total dissolved solids and electroconductivity.

The feasibility of installing a Ranney collector to provide water for Stewart Tract was discussed with Ranney Method Western Corporation. According to Department of Water Resources Bulletin No. 146, "San Joaquin County Ground Water Investigation", the project site is underlain by flood basin deposits which consist primarily of clay, silt and sand with occasional gravel layers. These unconsolidated deposits limit the yield of a Ranney collector. It is expected that if geologic investigations show favorable conditions, the reinforced concrete caisson could likely be up to 120 feet in depth. Eight laterals, 80 feet in length each, would be required.

Additionally, considerable existing data indicates that vertical wells have been successfully used in the vicinity of the plan area. A test well located near Manthey Road and Mossdale Drive showed that a 16-inch well could easily pump 2,500 gallons per minute (gpm). As a result of this test, it was assumed that four 16-inch wells, each pumping a minimum of 1,400 gpm would provide an adequate supply of potable water to Stewart Tract.

Finally, the well system suggested above cannot provide an adequate water supply for Stewart Tract (although this appears unlikely), the City and Califia are exploring the option that some portion of the Stewart Tract's appropriative and riparian water rights can be converted for M & I uses. The above alternatives requires several regulatory actions but since the City of Lathrop and much of San Joaquin County is on well systems, this would not be extraordinary.

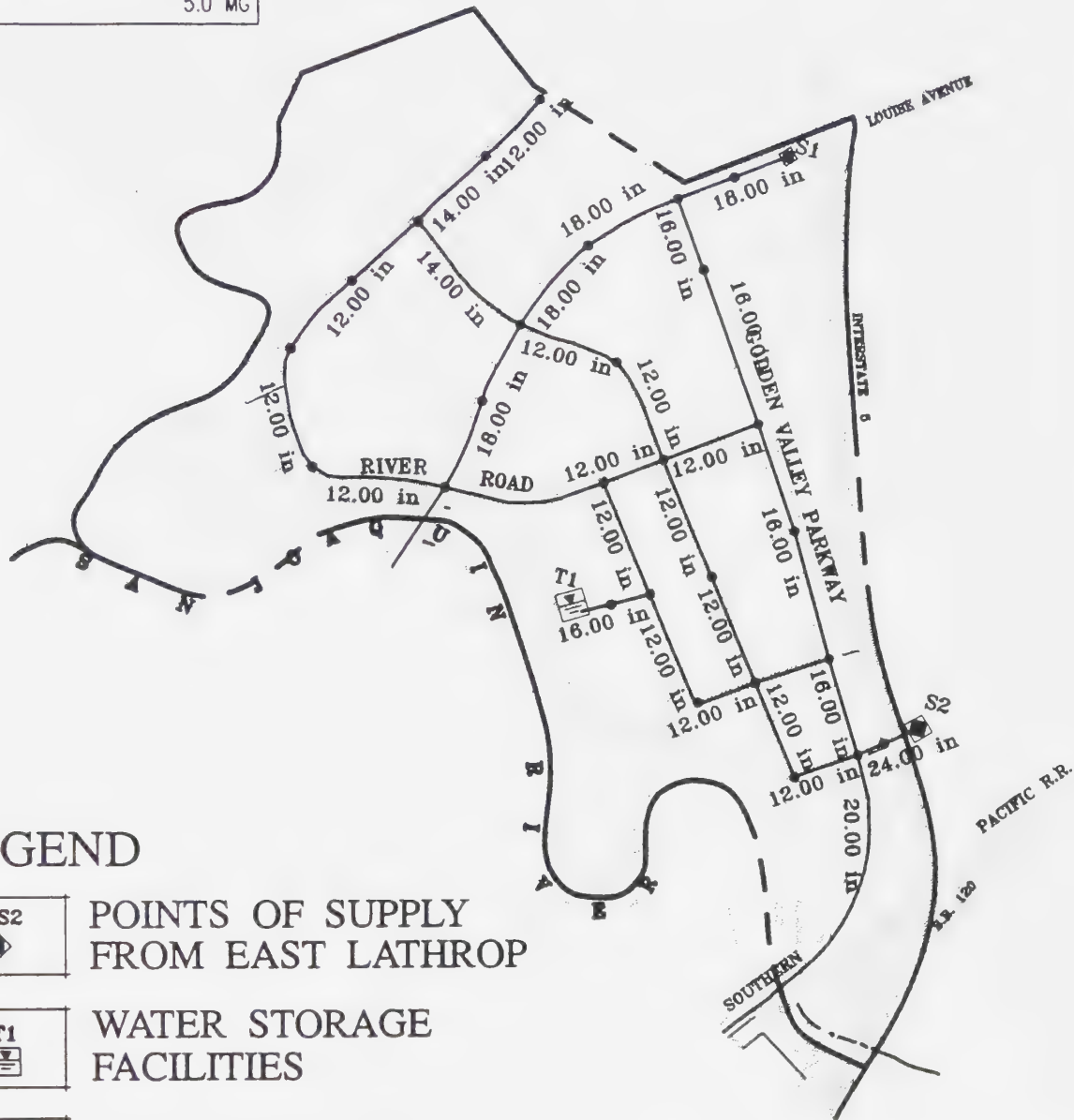
k. Water Treatment

Groundwater is typically taken from depths where good quality is attainable, therefore requiring less treatment than with a poorer quality source. Full conventional treatment is recommended for the project. If groundwater samples indicate good water quality, it may be possible to decrease the chemical addition for the treatment process. If groundwater samples indicate poorer water then a reverse osmosis component of the treatment process may be warranted.

A schematic water treatment process is recommended. The chemicals recommended include lime to adjust pH, alum for coagulation, and potassium permanganate to oxidize iron and manganese. Following flocculation and sedimentation, water will be filtered prior to disinfection. Ozonation is recommended to minimize the formation of disinfection

WATER TRANSMISSION SYSTEM

TANK 1	
Emergency Storage	3.3 MG
Fire Flow	.70 MG
Equal. Storage	1.0 MG
	<hr/> 5.0 MG



LEGEND

	POINTS OF SUPPLY FROM EAST LATHROP
	WATER STORAGE FACILITIES
	JUNCTION NODE
	PIPE DIAMETER

MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

NOTE: This plan is based on Figure III-4: Development Concept and is subject to change depending on service provider.

FIGURE IV-16
SEPTEMBER 27, 1995

NOT TO SCALE



pbr

WATER
TRANSMISSION
SYSTEM

WATER TREATMENT PLANT

WELLS

TANK 4	
Emergency Storage	4.0 MG
Fire Flow	1.0 MG
Equal. Storage	1.0 MG
	6.0 MG

TANK 5	
Emergency Storage	2.3 MG
Fire Flow	.70 MG
Equal. Storage	1.0 MG
	4.0 MG

TANK 3	
Emergency Storage	3.3 MG
Fire Flow	.70 MG
Equal. Storage	1.0 MG
	5.0 MG

LEGEND

 POINTS OF SUPPLY
FROM EAST LATHROP

 WATER STORAGE FACILITIES

 JUNCTION NODE

 PIPE DIAMETER

STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

NOTE: This plan is based on
Figure III-4: Development
Concept and is subject to
change depending on service
provider.



0 800 1200 2400
0 163 366 815
FEET
METERS

pbr

FIGURE IV-17

SEPTEMBER 27, 1995

NOT TO SCALE

Concept Design: The Jarrett Group

Alternative 5 - This alternative is the same as Alternative No. 4 except that the plant at Site 3b would eventually be phased out leaving Site 4 as the only plant facility serving the entire Lathrop planning area including Stewart Tract.

For all of the alternates listed above, the present capacity rights that the City of Lathrop has with the City of Manteca, which amounts to 1.02 MGD will be fully utilized indefinitely. The ultimate solution could conceivably combine all three alternatives.

Interim measures for treatment and disposal will be used in order to not delay the initial growth. This will be achieved by temporarily using the excess capacity at the Site 3b plant and, through the use of force mains, dispose of the treated effluent on existing farm parcels on Stewart Tract.

b. Sewerage System Master Plan

The Lathrop General Plan established a strategy program for meeting the requirements for wastewater collection, treatment and disposal. In July 1992, a Sewerage System Master Plan was prepared, including a plan for meeting the needs for wastewater collection, treatment and disposal for both the existing urban land areas and land areas proposed for urban development in the General Plan.

According to the City of Lathrop Sewerage System Master Plan, most of the existing urban growth is to have its wastewater collected and directed through trunk pipelines to a proposed wastewater treatment plant located in the vicinity between Frewert and DeLima Roads adjacent to the San Joaquin River. It is planned that this plant will provide the level of treatment needed to allow discharge of the treated water effluent to the San Joaquin River during the winter and then land disposal through the remainder of the year. Priority land disposal would occur at parks, golf courses and other open space areas within the community of Lathrop.

The City of Lathrop's Sewerage System Master Plan acknowledged the proposed development of Stewart Tract. However, the master plan assumed that the development would have its own wastewater collection, treatment and disposal system except for the system plan for the area east of San Joaquin River, which would be included in the City's system.

The City of Lathrop is currently investigating two alternative sites in order to determine the best possible location for a treatment facility, including the option of having a single wastewater treatment plant that will serve all of the existing and proposed urban area of Lathrop east of San Joaquin River and all of Stewart Tract. This plant is proposed to be located at the southerly end of Stewart Tract, where San Joaquin River and Paradise Cut meet or at the existing City plant in the Crossroads Industrial Park.

As previously mentioned, the location of the wastewater treatment and disposal facilities for Lathrop and Stewart Tract is not definite at this time. The Wastewater Facilities Plan recently being prepared by the City of Lathrop addresses the possible alternate sites. In addition, the

City is considering using the Stockton or Manteca treatment facilities under contract with those cities.

The wastewater collection system described in this Specific Plan assumes that the treatment plant will be located at Sites 3b or 4. But, if the actual means of treatment and disposal are different than that assumed, then the master plan for the wastewater treatment facilities will be redesigned to direct the collected wastewater to the treatment site selected. This change will not affect the feasibility of constructing a wastewater collection system to serve the West Lathrop Specific Plan.

c. *Estimate of Average Dry Weather Flow*

Estimates of the wastewater that is expected to be generated from the proposed land uses within the West Lathrop Specific Plan have been made. The generation rates were based on generation rates noted in the Sewerage System Master Plan and from other sources. The generation rates for the theme parks and satellite uses were based, in part, on information regarding the utilities and demands associated with other theme park developments. The daily wastewater generation rates are subject to change in the event there are changes to the land use concept plans. Also, a reevaluation may be necessary when the various land uses are defined in more detail in future phases of development planning. Any significant changes in the daily water demand rates will require restudy of the wastewater trunk collection system.

d. *Peaking Factor*

The City of Lathrop sewerage system master plan made an estimate of the peaking factor for the City based on existing flow records. This peaking factor is shown in a graph, titled Exhibit 4-1 in the Sewerage System Master Plan. That peaking factor will provide a reasonable and accurate estimate of wastewater generation for the near term future growth of the City. But, considering that full buildout of the proposed development within the adopted General Plan, including Stewart Tract, will be a major and significant enlargement of the City of Lathrop, it is felt that the present established peaking factor graph will not truly represent the ultimate condition.

An analysis has been made of other peaking factor graphs that are presently being used by nearby cities and a peaking factor curve has been selected that is very similar to the curve used by the City of Lathrop and the City of Manteca, which currently have populations of approximately 8,700 and 45,000, respectively, and include an allowance for inflow and infiltration. The curve used for the West Lathrop Specific Plan follows the City of Manteca curve very closely and appears more conservative in predicting peak flows than the City of Lodi curve.

e. *Design Assumptions*

The preliminary design of the wastewater trunkline collection system within the West Lathrop Specific Plan is based on the following criteria:

- The design wastewater generation is in accordance with the total average daily wastewater flow with conservation.
- Peaking factors as described above.
- Except at the beginning runs, minimum peak flow velocities in gravity pipes are designed to be a minimum of 2 feet per second. Velocities in force mains are designed to be between 3 and 5 fps.
- Pipes 15" and smaller shall be designed for peak flows at 1/2 depth of flow. Pipes 18" and larger shall be designed for peak flows at 3/4 depth of flow.
- Manning's "n" value is 0.013.

(1) Mossdale Village

Assuming that the Stewart Tract alternate wastewater treatment facility will be chosen for the City of Lathrop, the trunk pipeline layout, as shown in the City of Lathrop Sewerage System Master Plan, dated July 1992, will need to be revised. The present plan shows all wastewater from Area 1 as defined in the Sewerage System Master Plan, draining to a plant facility near the northwest corner of the City's General Plan. A revised plan will need to show the wastewater trunk collection system draining southerly toward the proposed alternate site. The West Lathrop Specific Plan proposes that a main lift station be located along the eastern edge of Mossdale Village, to pump the wastewater collected from Area 1, including the flows from Mossdale Village, southerly, across the proposed Gold Rush Boulevard bridge where it will continue until it combines with the flows from a north leg of the Stewart Tract Wastewater Collection System (Figure IV-18: Mossdale Village Wastewater Collection System).

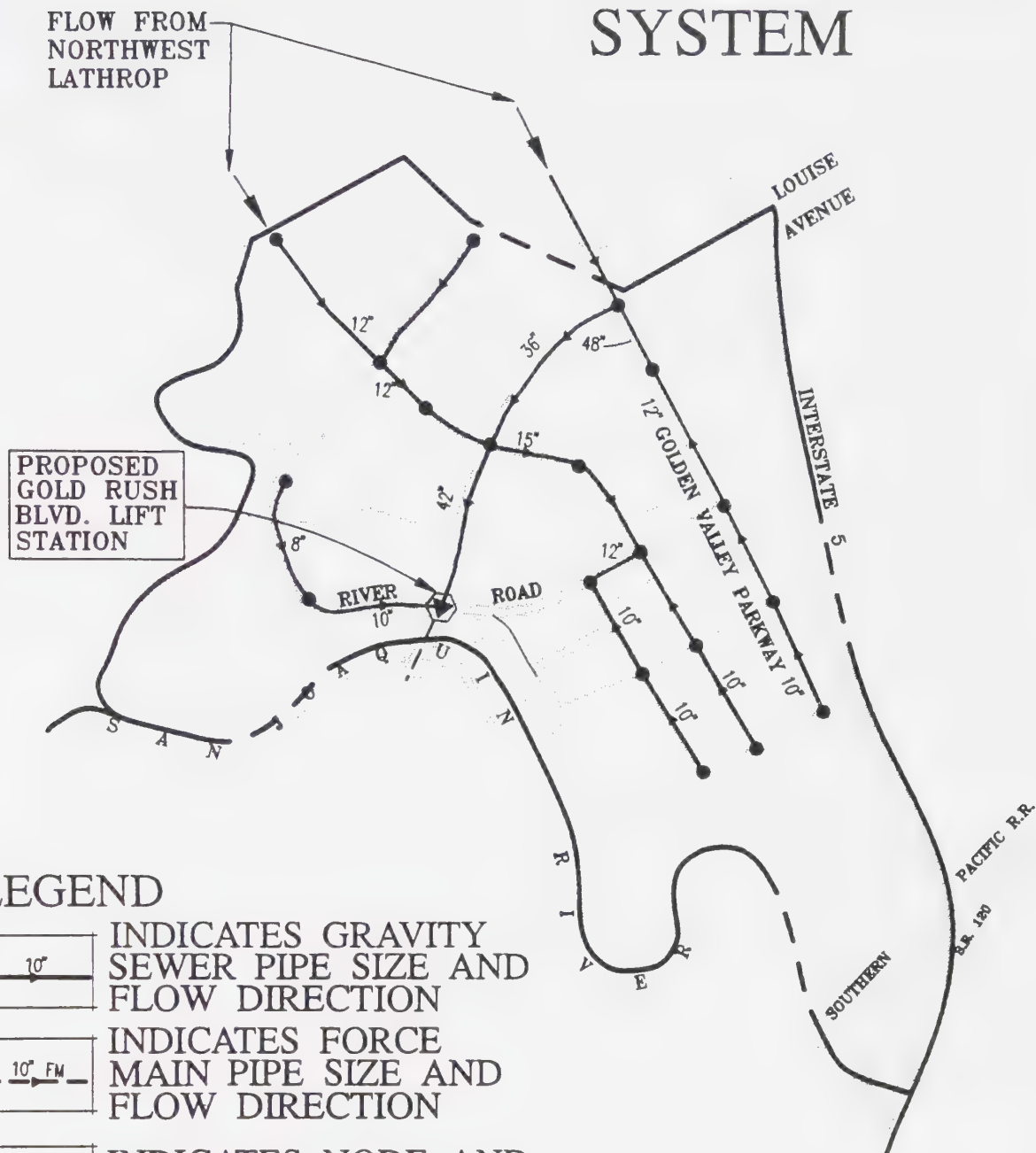
(2) Stewart Tract

For Stewart Tract, a separate wastewater collection system will ultimately direct wastewater flow to the previously mentioned proposed alternate wastewater treatment site on Stewart Tract (Figure IV-19: Stewart Tract Wastewater Collection System). Because the existing ground is almost flat, against the slope of the sewer system, sewage lift stations and force mains are required at strategic locations within the system. It is anticipated that in the early phases of the development of Stewart Tract, the lift stations could discharge wastewater to nearby interim wastewater treatment facilities, including an expanded site at the Crossroads Industrial Park.

Preliminary soils investigations indicate that the soils within Stewart Tract are relatively sandy and that groundwater has been found to be approximately 3-5 feet below grade at the northwesterly end of the tract and approximately 8-10 feet below grade at the southeasterly portion.

In order to properly address the site's unique geotechnical conditions, it is important to keep the trunklines as shallow as possible. This will minimize the impact that the soils and groundwater conditions will have on the cost of construction of the wastewater collection system.

WASTEWATER COLLECTION SYSTEM



LEGEND

- INDICATES GRAVITY SEWER PIPE SIZE AND FLOW DIRECTION
- INDICATES FORCE MAIN PIPE SIZE AND FLOW DIRECTION
- INDICATES NODE AND NODE NUMBER
- INDICATES LIFT STATION AND NODE NUMBER

MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

NOTE: This plan is based on Figure III-4: Development Concept and is subject to change depending on service provider.

FIGURE IV-18

SEPTEMBER 27, 1995

NOT TO SCALE



0 600 1200 2400
FEET
0 183 366 732
METERS

pbr

f. Preliminary Design

The major pipelines for the West Lathrop Specific Plan Wastewater Collection System are shown in Figures IV-18 and IV-19: Wastewater. The plan area is divided into a number of tributary areas which drain by gravity pipes or force mains to node points on the pipe network. The heavy solid lines in Figures IV-18 and IV-19 represent gravity sewer pipes while the dashed lines indicate pressure force mains. At the design depth to diameter ratios, each pipe size and slope is selected to give a design slope which is less than the critical slope.

3. Reclaimed Wastewater

a. Introduction

To conserve limited local fresh water resources and to provide land disposal for treated wastewater effluent during the months of the year when river disposal is not allowed, it is proposed that a wastewater reclamation system be developed within the West Lathrop Specific Plan. In this section, the feasibility of developing wastewater reclamation systems for the West Lathrop Specific Plan area is assessed.

The existing City General Plan encourages the maximum use of reclaimed water on land within the Lathrop planning area. To achieve this goal, it is proposed that the following options of land disposal be considered in the following order:

- (1) *Disposal in Open Space Areas:* These areas include golf courses and certain open space within West Lathrop.
- (2) *Disposal in Public Areas:* These areas include parks and school playfields.
- (3) *Public Landscape Irrigation:* These areas include landscaping along major public streets and site landscaping around public buildings such as libraries.
- (4) *Private Landscape Irrigation (Controlled Environment):* These areas would include site landscaping around apartment complexes, condominiums and commercial sites.
- (5) *Private Landscaping Irrigation (Limited Controlled Environment):* These areas are generally within residential areas where landscaping is maintained by a homeowners association. Although the non-potable water would be used on individual parcels within the private development, that actual water service would be secured by the homeowner's association. This option will require considerable planning and establishing safeguards to protect the public's health and the potable water supply.
- (6) *Agricultural Irrigation*

b. Regulations

While the State of California encourages the reuse of reclaimed wastewater, it is also concerned with protecting the public's health. Both of those considerations must be weighed prior to implementing a reclaimed wastewater program. To minimize the public's exposure to health hazards due to the use of reclaimed wastewater for irrigation purposes, reclaimed wastewater and reclaimed wastewater systems must meet the requirements of the Regional Water Quality Control Board and State of California Department of Health Services.

Reclaimed wastewater may be used on golf courses, cemeteries, freeway landscaping, parks and playgrounds only if it meets strict state treatment and disinfection levels. The discharge must also be confined to the area designated and approved for disposal and reuse. Adequate means of notification must be provided to inform the public that reclaimed water is being used, including the posting of conspicuous warning signs with proper wording of sufficient size to be clearly read.

The facilities must comply with the "Regulations Relating to Cross Connections" and requirements for separation distances from domestic water lines. In areas designated for reclaimed water use, the irrigation system in all new development shall be completely separated and differentiated from domestic uses, so the development can be easily retrofitted if reclaimed water is not available at the time of construction.

c. *Design*

(1) Supply of Reclaimed Water

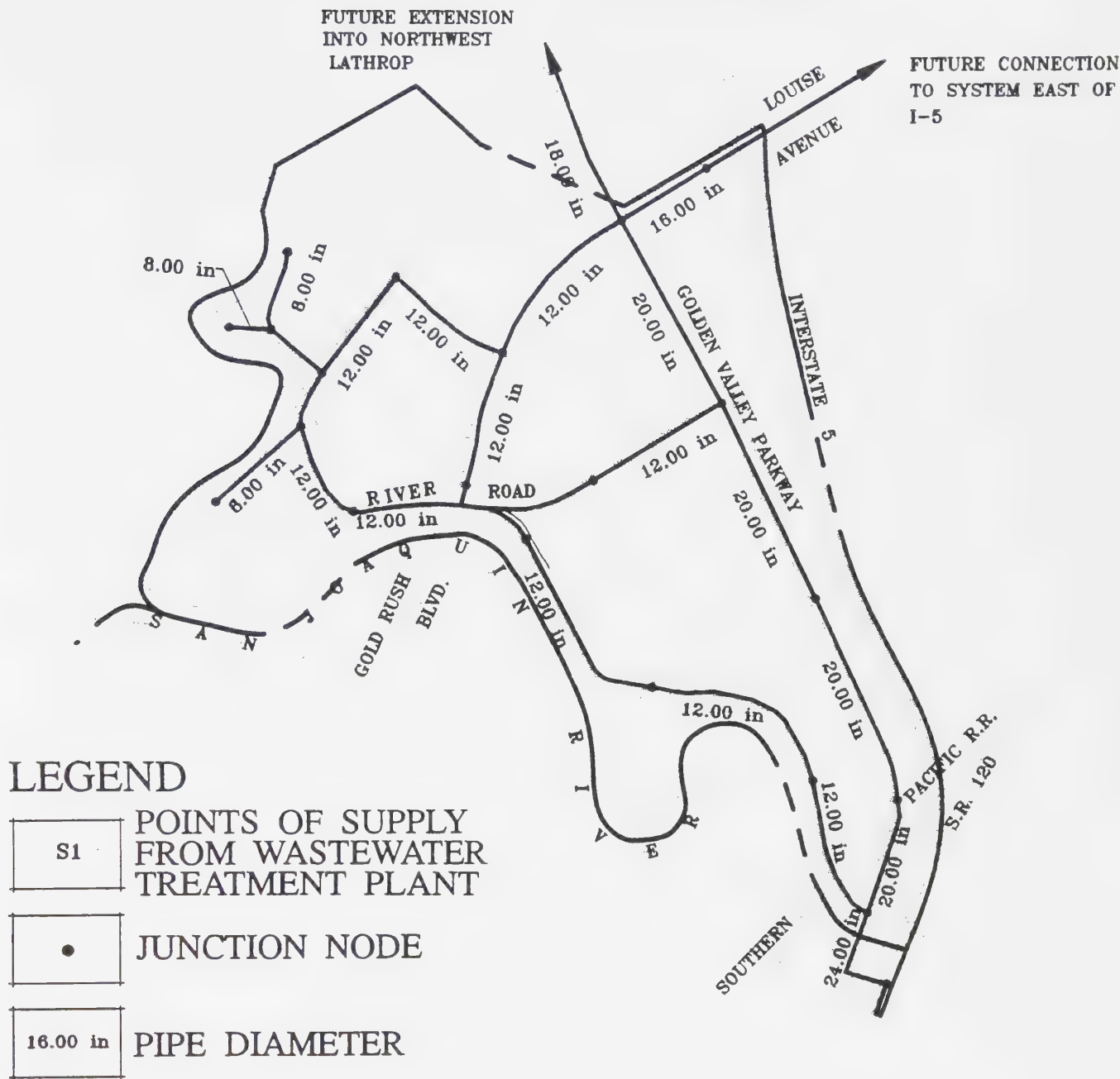
The estimated average daily dry weather flows (ADWF) of wastewater is 4,720,000 gallons per day (gpd) for Stewart Tract and 1,130,000 gpd for Mossdale Village. It is assumed that 100% of the wastewater will be available for use as reclaimed wastewater (4.72 mgd and 1.13 mgd, respectively). When selecting areas for distribution of reclaimed wastewater, priority shall be given to the part of the plan area which originally generated the wastewater flows. For example, the reclaimed wastewater generated from wastewater flows from Mossdale Village shall be first used to irrigate lands within Mossdale Village. During the "irrigation season", generally considered to be from April 1 to October 14 (197 days), 100% of the reclaimed wastewater generated from the Specific plan area shall be beneficially used for irrigating selected land use areas. For the balance of the year, when the demand of irrigation water is substantially lower, the reclaimed wastewater which is not needed for irrigation shall be discharged to the surface waters of the San Joaquin River.

It is assumed that the reclaimed wastewater is sufficiently treated to allow irrigation of unrestricted public access areas and that the concentration levels of the reclaimed wastewater constituents will be sufficiently low, so as to not limit the sustained use of the reclaimed wastewater for landscape irrigation. Collection of additional subsurface data, including chemical analyses of the soil and groundwater, will be necessary prior to finalizing the design for the reclaimed wastewater distribution system.

(2) Demand and Storage for Reclaimed Wastewater

The demand and storage for reclaimed wastewater was evaluated by estimating the expected losses of water through transpiration by plants, evaporation from plants, soil, and pond surfaces, seepage of water into the ground soil to meet leaching requirements, irrigation system efficiencies and the gain of water by precipitation. For this plan area, it shall be assumed that turfgrass is the principal form of groundcover.

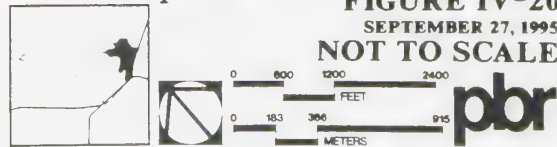
RECLAIMED WASTEWATER SYSTEM



MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

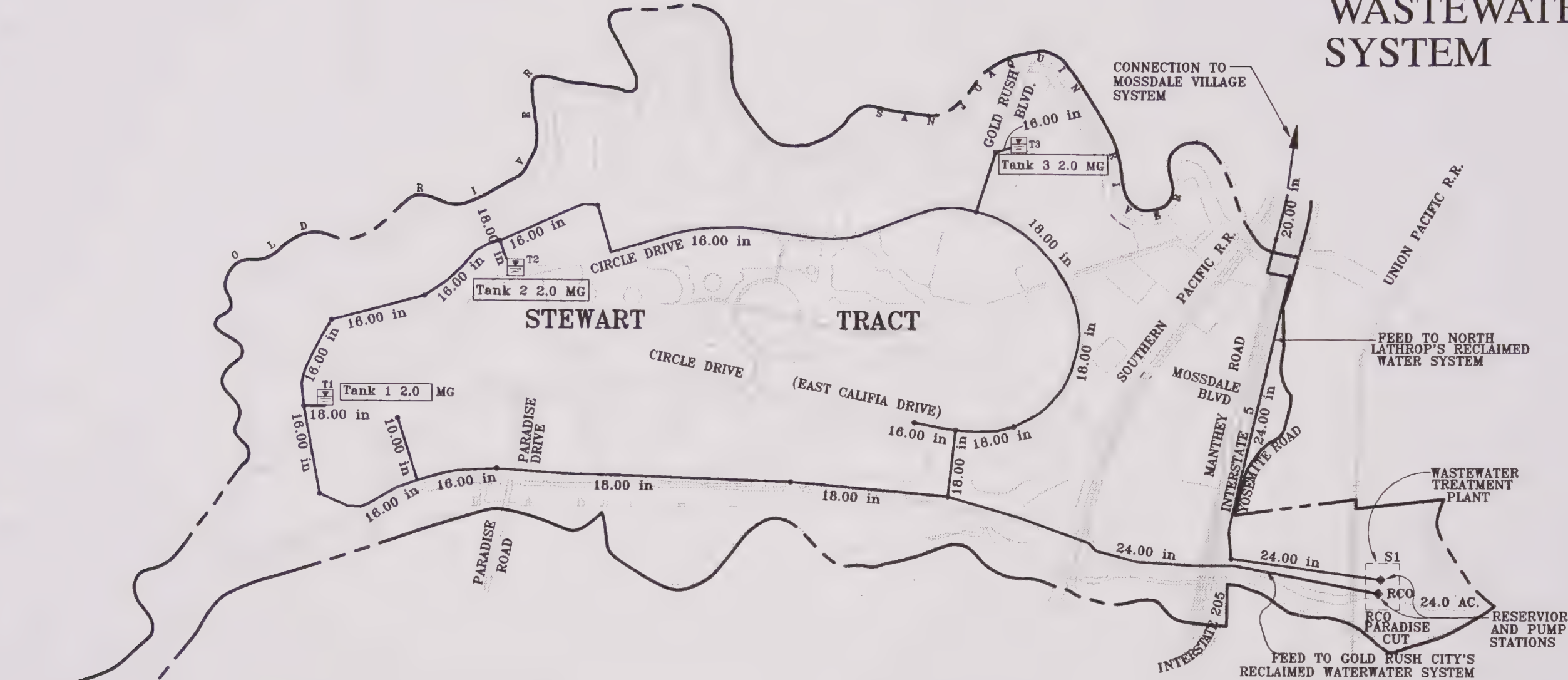
NOTE: This plan is based on Figure III-4: Development Concept and is subject to change depending on service provider.

FIGURE IV-20
SEPTEMBER 27, 1995
NOT TO SCALE



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RECLAIMED
WASTEWATER
SYSTEM



LEGEND

 POINTS OF SUPPLY FROM
WASTEWATER TREATMENT PLANT

 RECLAIMED WATER
STORAGE FACILITIES

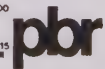



 JUNCTION NODE

 16.00 in PIPE DIAMETER

STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

NOTE: This plan is based on
Figure III-4: Development
Concept and is subject to
change depending on service
provider.

FIGURE IV-21
SEPTEMBER 27, 1995
NOT TO SCALE
Concept Design: The Jarrett Group



(3) Reclaimed Wastewater Distribution System

Based on a comparison of the design irrigable areas with the land area of potential sites for reclaimed wastewater use, a preliminary selection of areas to be irrigated with reclaimed wastewater would be made and a preliminary pipeline layout for the reclaimed wastewater distribution system established. (See Figures IV-20 and IV-21.) It would be tested with computer modelling when or under what conditions and modified as needed.

4. Flood Protection

a. Existing Levee Conditions

All urban development within the boundary of the West Lathrop Specific Plan must be protected from flooding. The design standards for flood protection are established by the Federal Emergency Management Agency (FEMA). The level of protection that FEMA has established is that required to protect against a 100-year flood event.

FEMA has published flood maps that identify which land areas are subject to flooding. These maps are modified from time to time as new flood protection improvements are completed and accepted by FEMA. The current edition of the FEMA maps show all of the land within the West Lathrop Specific Plan and west of the San Joaquin River is subject to flooding due to a 100-year event. All of the land in the plan area east of the San Joaquin River (Mosssdale Village) is adequately protected as a result of FEMA approved levee improvements that were constructed as a part of the Weston Ranch development which is located adjacent to the San Joaquin River north of the City of Lathrop. The remainder of the area within the West Lathrop Specific Plan, Stewart Tract, will need to be flood protected as a part of the proposed project development.

Stewart Tract is presently shown on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the local area as being in a 100 year Flood Hazard Zone A23. Flood protection procedures in the form of levee improvements and interior drainage improvements are needed to remove the Stewart Tract from a 100 year flood hazard zone and to allow urban development.

The Mosssdale Village area, by virtue of the Letter of Map Revision issued by FEMA on February 2, 1990, is now in a Flood Hazard Zone B which allows urban development. Other than provisions for local stormwater drainage, no other flood protection measures are required for the urban development of the Mosssdale Village area.

b. Flood Protection Requirements

To properly address the flood protection needs of Stewart Tract, the following list of tasks will need to be performed:

- Perform a hydrologic/hydraulic analysis of the waterways around Stewart Tract in order to establish the 100-year flood level in the channels.

- Perform a levee stability analysis.
- Prepare Stewart Tract levee improvement plans and specifications, including performing site geologic investigations.
- Petition FEMA for a Conditional Letter of Map Revision (CLOMR).
- Construct levee improvements.
- Petition FEMA for a Letter of Map Revision (LOMR).
- Establish a levee maintenance program.

Once FEMA issues the LOMR, Stewart Tract will officially be out of the flood zone and the next edition of the flood maps issued by FEMA will show Stewart Tract as flood protected.

c. Proposed Levee Improvements

The hydrologic/hydraulic study will establish the required top of levee elevation for all of the levees surrounding Stewart Tract. The portions of these levees with tops lower than the established elevation will be raised by adding earth material.

The levee stability analysis will determine the typical levee cross-section to properly address hydraulic and seismic stability. It is expected that a significant amount of embankment construction will be necessary on the land side of the levees. The source of the embankment material will be from the proposed development within Stewart Tract, including the proposed manmade lake features.

Other levee improvements will be necessary to provide sufficient erosion control protection on the water side of the levee and to allow for access for future levee maintenance.

d. Levee Maintenance

After the levees have been improved to FEMA standards, a maintenance program will be established to maintain the levees in good condition. This program will include periodic inspections of all levees. An adequate maintenance force that can promptly attend to maintenance tasks will be established. The governmental authority overseeing the maintenance program will be Reclamation Districts No. 2062 and No. 2107, or another governmental entity designated by the City of Lathrop.

5. Storm Drainage

The West Lathrop Specific Plan area consists of Stewart Tract and Mossdale Village, both of which are low lying land, reclaimed from the lower San Joaquin River floodplain at the juncture of the San Joaquin River with the San Joaquin River Delta. All land proposed for urban development in the West Lathrop Specific Plan area is below the 100-year floodplain elevation of the adjacent San Joaquin River system and is protected to varying extent from flooding by continuous levee systems. See Section 5, Flood Protection.

Stewart Tract is bounded on the east, north and northwest by the San Joaquin River and Old River and on the southwest by Paradise Cut, and is surrounded by a Corps of Engineers

project levee system exclusively protecting Stewart Tract from a 50-year flood event. Stewart Tract has no upstream area contributing storm drainage water to the Stewart Tract area. The land within Stewart Tract generally slopes downward in a northwesterly direction approximately parallel with the long axis of Stewart Tract.

Mossdale Village is bounded on the southwest and west by the San Joaquin River and is protected by a FEMA-approved levee system along the southwest and west sides and by a continuation of the San Joaquin River levee system both northerly and southerly of the Mossdale Village area which complete levee system protects the Mossdale Village area from flooding from the San Joaquin River from a 100-year flood event. Mossdale Village is bounded on the south by the Southern Pacific railroad, on the east by the I-5 freeway and on the north by open agricultural uses. The land east of I-5 from the Southern Pacific railroad northerly to Louise Avenue is under development as an industrial and commercial subdivision. The land east of I-5 north of Louise Avenue is under development for commercial and residential uses. The land north of Mossdale Village is in open agricultural uses and generally slopes westerly and northwesterly away from Mossdale Village toward and along the San Joaquin River.

The Lathrop Storm Drainage Master Plan (July 1992) indicates that approximately 15 cfs (cubic feet per second) of off-peak upstream storm drainage water will enter the Mossdale Village area in a 36" pipe at Louise Avenue. Since this 36" pipe drains upstream stormwater detention basins, flow is delayed and occurs after the peak flow for the Mossdale Village area. The proposed gravity system for Mossdale Village will adequately handle this off-peak discharge without pipe oversizing. No other upstream area contributes stormwater drainage to Mossdale Village.

a. *Stewart Tract Storm Drainage Plan*

In Stewart Tract, the drainage plan for the areas generally east of the entrance to Gold Rush City has conventional collection portions of the drainage system, with local drainage areas established and stormwater trunk lines conveying runoff to pumping plants at Paradise Cut and the San Joaquin River. The collection portion of the drainage plan for the Mossdale Village area is also conventional with drainage areas being established and stormwater trunk lines conveying runoff to pumping plants at the San Joaquin River. In both Stewart Tract and Mossdale Village, provisions to meet anticipated NPDES requirements shall be made prior to stormwater being discharged to the San Joaquin River, Old River or Paradise Cut.

The preliminary conceptual plan of the storm drainage system for the central and western portions of the Stewart Tract Area, west of the entrance to Gold Rush City, incorporates both the planned main lakes, including connecting canals, and the adjacent golf course swales and lakes. It is anticipated that the water storage capacity gained by incorporating the lakes into the drainage collection system will reduce the size of the stormwater pumping plants. The lakes will also serve as a BMP (best management practice) treatment process to meet anticipated NPDES requirements. Depending on the soils studies and the effectiveness of remedial work on the levee system to help control groundwater, the lakes may also serve as monitors and controls on the groundwater elevation in areas adjacent to the lakes.

The preliminary conceptual storm drainage plan for Stewart Tract and Mossdale Village is shown in Figures IV-22 and IV-23: Stewart Tract Storm Drainage. Stewart Tract is divided into ten (10) drainage regions. Mossdale Village is divided into three (3) drainage regions. Although shown as continuous on the Figure III-1: Land Use, the main lake in Stewart Tract is actually divided into separate lake segments, with a different lake water surface elevation for each drainage region served by an individual main lake segment.

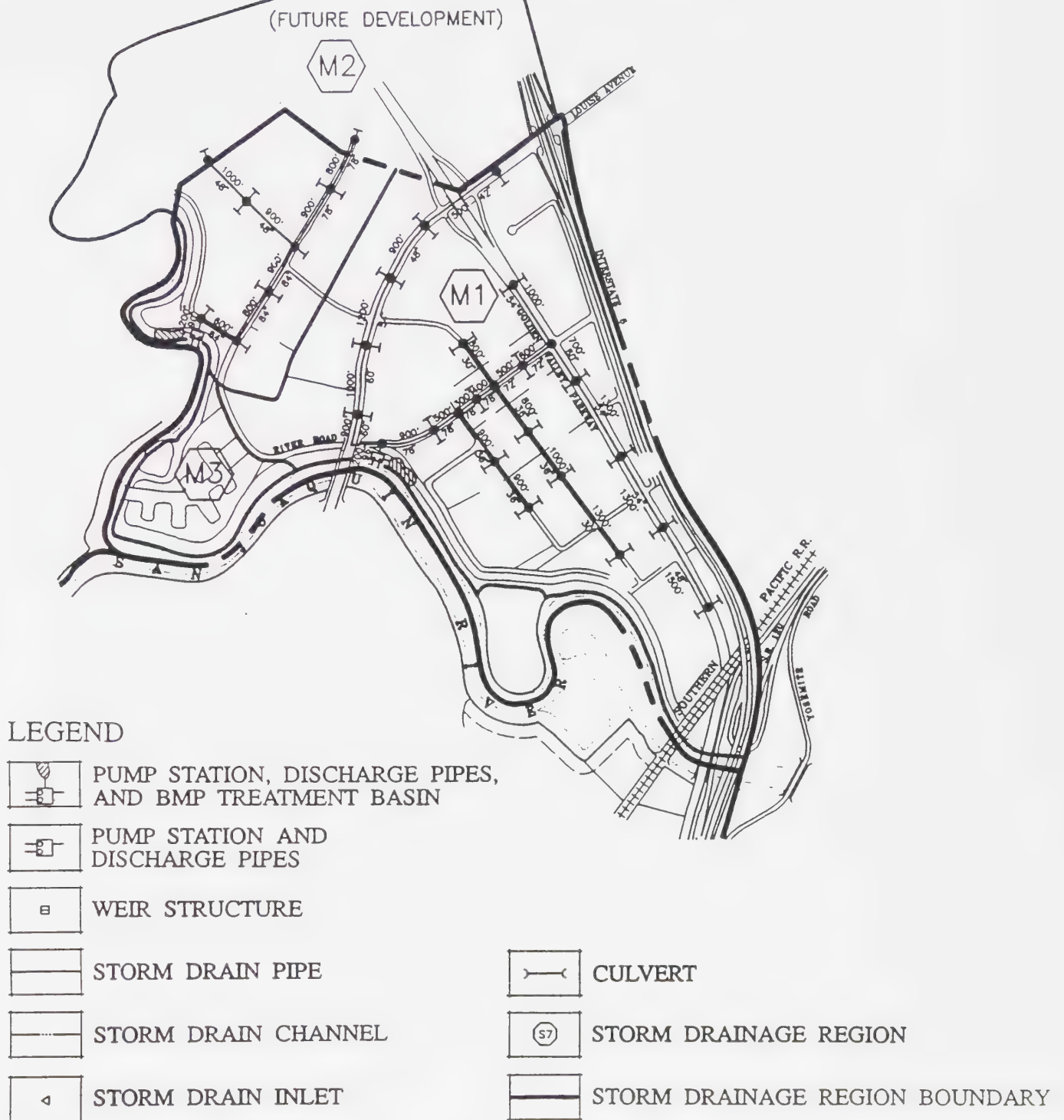
The portion of Stewart Tract into which the lakes have been incorporated and made an integral part of the stormwater drainage system are designed as five (5) separate drainage regions. Drainage regions S1 and S3 each have a main lake segment with connected golf course lakes. Drainage regions S2 and S4 each have a main lake segment only, while drainage region S5 uses golf course lakes only. Each lake system drainage region has been designed to function independently. The main lake segments are stepped downward in elevation from east to west to conform to the natural ground elevation.

Remedial work is planned to be performed on the Stewart Tract levee system which may help control the groundwater level in Stewart Tract. The pumping capacity for each lake system drainage region shall be designed to accommodate the worst predicted condition, after remedial work has been performed on the Stewart Tract levee system, without causing a rise in elevation of any lake water surface more than two (2') feet above the design lake water surface elevation. Stormwater discharge to the adjacent streams shall be studied to assure that the incremental added volume of stormwater does not have a material effect on the water surface elevation or flow capacity of receiving water course downstream regardless of flood conditions in the receiving water course system.

The main lakes and golf course lakes accept local storm drain runoff from the surrounding area. In this capacity the lakes function both as detention basins for peak discharge attenuation and storage, and as a BMP treatment process. Runoff from the land adjacent to a lake is surface drained to the lake or is collected at low points (catch basins) and transported by underground pipes which discharge below the free surface of the lakes. During periods of no precipitation, the storm drain piping system remains submerged to the design lake level.

For the drainage system which incorporates lakes to function during a storm event without street flooding, the adjacent ground elevation must be several feet above the design storm hydraulic grade line projected upstream from the lake water surface. This condition will require close coordination between the project grading plan and the storm drain system during final design. For the preliminary conceptual plan, this condition will most likely require that the building and pad areas near the main lakes be five (5') feet to six (6') above the design lake water surface elevation. Away from the lakes, the building pad areas will need to increase in elevation to provide sufficient cover above the hydraulic grade line. In some areas away from the main lakes this may require that building pad areas be as much as ten (10') feet to twelve (12') feet above the design lake water surface elevation depending on the distance from the lake. The lowest street elevation (low point) adjacent to a lake should be about four (4') feet above the design lake water surface elevation.

STORM DRAINAGE SYSTEM



MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

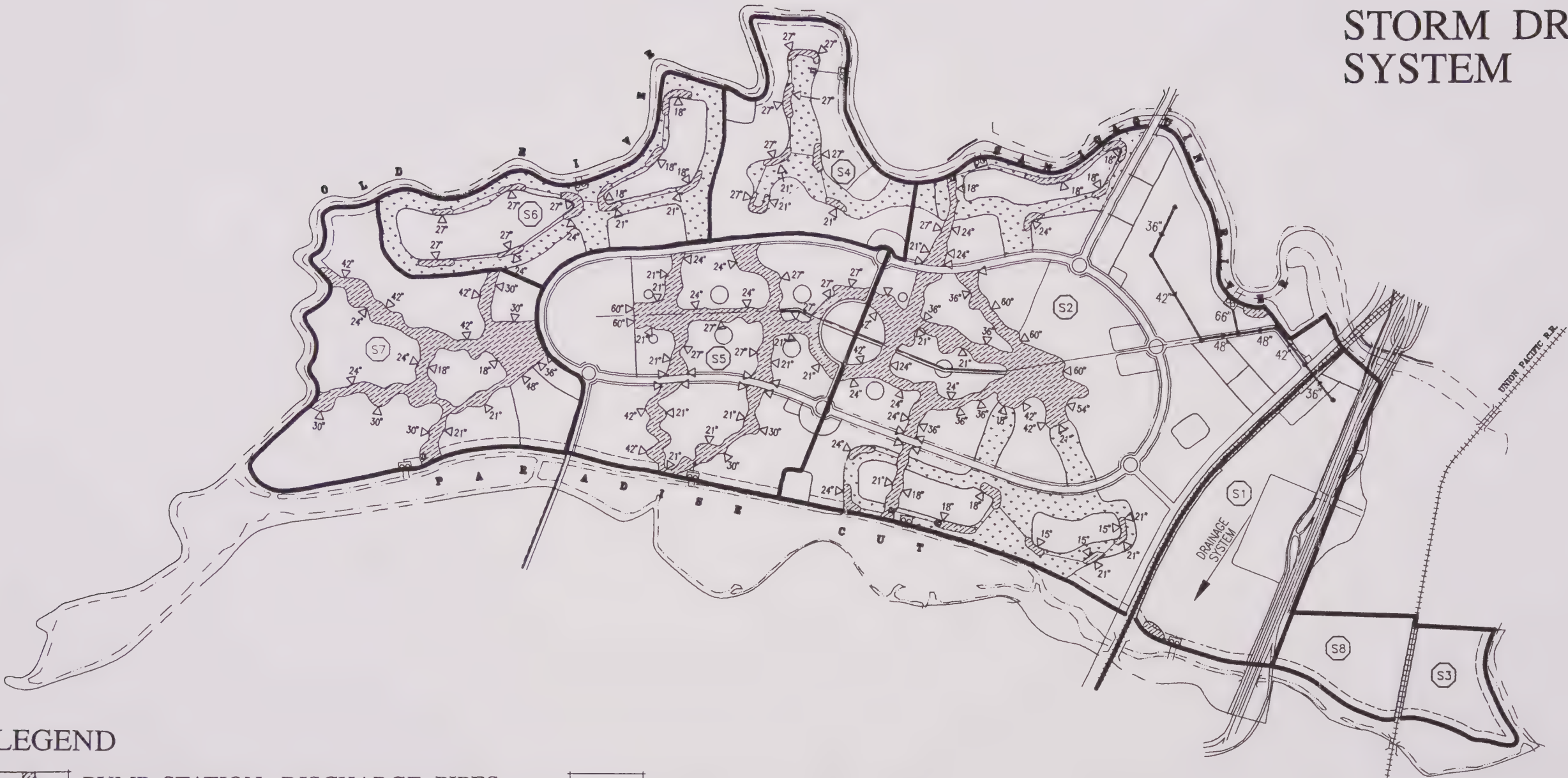
FIGURE IV-22

SEPTEMBER 27, 1995

NOT TO SCALE



STORM DRAINAGE SYSTEM



LEGEND

	PUMP STATION, DISCHARGE PIPES, AND BMP TREATMENT BASIN		STORM DRAIN CHANNEL		STORM DRAINAGE REGION BOUNDARY
	PUMP STATION AND DISCHARGE PIPES		STORM DRAIN INLET		LAKE
	WEIR STRUCTURE		CULVERT		GOLF COURSE
	STORM DRAIN PIPE		STORM DRAINAGE REGION		

STEWART TRACT WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

The golf course areas contain swales which drain to golf course lake water features which have a water surface elevation suppressed approximately five (5') or more below the adjacent building pads. These golf course lake water features are interconnected via piping and, where further connected to the nearest main lake, function as extensions of the main lake and operate at the design water surface elevation of the main lake. The golf course water features also may collect runoff from the adjacent developed area through a submerged piping system. Some interconnected golf course water feature lakes are directly connected to a stormwater pump station. The golf course water features also function as a BMP treatment process. In the final design, the grading plan of the adjacent building pads and the contouring of the golf course will need to be coordinated with the layout and hydraulic grade line of the storm drain system and, where applicable, the adjacent main lake.

Adjacent to major roadways, for example, Califia Drive, Gold Rush Boulevard and Mossdale Drive, landscaped drainage swales may be utilized to collect and convey storm drainage runoff. These channels will be designed to promote filtering and infiltration of stormwater and thus function as a BMP treatment process.

The main lake levels for drainage regions S2, S4, S5, S6 and S7 are controlled by weir structures and pump stations. The location of these facilities is noted in Figure IV-23: Storm Drainage. Storage capacity available in the main and/or golf course lakes is required in order to accommodate the design 100-year, 48 hour storm event. For the Specific Plan area, drainage pump stations are designed to recover this available lake storage volume within 48 hours. Local drainage conditions may require a shorter recovery time (about 24 hours), which can be analyzed during final design.

The remaining drainage regions within Stewart Tract, drainage regions S6 through S10 are served by conventional gravity storm drainage piping systems which collect the runoff at low points (catch basins) and transport the water to pump stations for ultimate discharge to the San Joaquin River or Paradise Cut. These systems are each designed for the peak 10-year storm discharge. Each pump station is combined with a BMP extended dry detention basin to treat the storm water runoff. Because of the high groundwater in the area (generally 6 feet below the surface), these basins are shallow, approximately four feet deep, and are designed to treat the volume of runoff generated by the first one-half inch of rainfall from a storm event. Higher volume flows from major storm events bypass the treatment basin and are pumped directly to the receiving waters.

(1) Design Features of Lakes and Canals (Stewart Tract)

As stated above, the lakes and canals are an integral part of the stormwater drainage system for the central and western portion of the Stewart Tract. The main lake system, in recognition of certain physical constraints, is designed to have four (4) drainage regions, each served by a separate main lake segment with a different design water surface elevation and each functioning independently from the rest as part of a separate stormwater drainage region. The design lake water surface elevation for the four (4) main lake segments steps down progressively from east to west. While the main lake segments may be interconnected with

appropriate structures to pass water from higher to lower zones, this is not required for the successful operation of each drainage region.

Canals connecting between main lake drainage regions or connecting between portions of the same main lake segment shall have a minimum water surface width of 100 feet. Bodies of water considered main lakes shall have a minimum water surface width of 200 feet. Minimum water depth of all water features considered part of the main lake and canal system shall be seven (7') feet. Water edge treatment may vary but shall always provide for erosion control at the water's edge due to the high erosion potential of the fine grained soils in the local area. All main lake and canal design features, including lake water surface elevation, erosion protection, water edge treatment, in-the-water structures, ground water monitoring and control, dewatering plans for construction, and all related structures and procedures shall be formulated in close cooperation with the soils engineer to assure the overall soil suitability and stability to support the planned water features.

The maximum design fluctuation for the water surface elevation for any main lake or canal connected with the stormwater drainage system shall be two (2') feet above the design lake water surface elevation. This design fluctuation shall be for any predicted event whether from stormwater runoff or elevated groundwater conditions due to prolonged high water levels in the adjacent rivers or both. Similarly, pumping capacity for the discharge from each lake drainage region shall be designed to accommodate the worst predicted condition, after remedial work has been performed on the Stewart Tract levee system, without causing a rise in elevation of any lake water surface of more than two (2') feet above the design lake water surface elevation. Golf course water feature lakes are subject to the same maximum design rise of water surface elevation above the design lake water surface elevation.

In addition to being a valuable project amenity, the main lakes and canals perform three vital functions in the storm drainage plan for the project. First, the reserve volume afforded by the allowed two (2') of fluctuation of water surface above the design lake water surface elevation provides sufficient storage in each drainage zone to significantly reduce the total pumping capacity needed for each drainage zone to accommodate the maximum design runoff from either storms, high groundwater or both. Second, the selection of the design lake water surface elevation is closely tied to both the existing and predicted groundwater levels and the design building pad elevations for each drainage zone so that the lakes can function as a monitor and control of the groundwater elevation in the adjacent area. Third, passing the stormwater runoff through the lake and canal system allows the lakes to be used to meet the anticipated NPDES requirements for Best Management Practices (BMP) prior to discharge to the receiving streams.

The swales and lakes in the golf course area also perform the same vital multiple functions as the main lakes and canals. The golf course area swales and lakes are designed to take surface and/or piped drainage water from adjacent development areas. The golf course lakes are tied together by underground pipes, and each local golf course lake system is, in turn, tied by pipes to an adjacent main lake as part of a storm drainage region, except Drainage Region S5 which has no main lake and instead connects a group of golf course lakes directly to a storm drainage pump station.

The design lake water surface elevation is intended to be closely aligned with the local groundwater elevation both to help monitor and control the groundwater elevation and to keep seepage losses in the lake systems to a minimum. The lake water supply needed to make up evaporation losses is expected to come from the same sources now used for agricultural irrigation in Stewart Tract. In general the lake makeup water demand is substantially less than the present agricultural irrigation demand for Stewart Tract.

(2) Mossdale Village Storm Drainage Plan

In Mossdale Village, runoff from drainage regions M1 and M2 is collected and discharged by conventional gravity piping system and pump stations, respectively. As discussed above, each of these pump stations also is combined with an extended dry detention basin for BMP treatment. Stormwater runoff from the marina area, M3, is collected by submerged piping systems and discharged into the marina, the marina serving as its own treatment basin.

The pumping capacities are those required for flood control caused by precipitation over the plan area only. The pumping capacities do not include the effects of groundwater fluctuations which may result from interior storm events or from high water in the adjacent streams caused by storm events elsewhere or high runoff from upstream tributaries.

As noted previously, key components of the storm drainage BMP treatment processes are wet detention basins (main lakes and golf course lakes) and extended dry detention basins. In addition to these treatment processes, the community shall implement planning management which minimizes the amount of directly connected impervious area (DCIA) that is connected to the storm drainage system and which provides setbacks of urban development from environmentally sensitive areas. Where possible, runoff shall be directed to landscaped areas, grass buffer strips and grass lined swales to slow down the rate of runoff, reduce runoff volumes and promote filtering and infiltration of stormwater. Site specific BMP treatment processes shall be required for industries, public facilities and businesses which generate polluted runoff which differs in concentration and/or content from typical residential runoff. Industries, public facilities and businesses may be required to treat runoff on-site prior to discharge into the public storm drain collection system. Possible site specific BMP treatment processes shall include, but not be limited to, extended detention followed by filtration and oil/water separators.



COMMUNITY DESIGN



COMMUNITY DESIGN

A. *Introduction*

This chapter provides the community design guidelines for major public elements of West Lathrop, such as its roadways, waterways and parks. It also addresses the design of major common land uses for the plan area. Development Standards for Mossdale Village and Stewart Tract are defined and the role of a Design Review Board for Stewart Tract is set forth. The community design guidelines in this chapter will:

- offer guidance for the design of the major public elements of West Lathrop, such as parkways;
- provide design concepts for the major common land uses;
- define the design parameters for the key public places or structures in Mossdale Village;
- set forth Development Standards for land uses in Mossdale Village and Stewart Tract and
- define the purpose and responsibilities of a Design Review Board for Stewart Tract development.

The community design concepts which address the character and form of the public domain in West Lathrop form an important part of this chapter. Although land uses tend to come and go, these public elements provide the enduring framework for development. The major public elements in West Lathrop that are part of Mossdale Village and Stewart Tract include the gateways, streetscapes, trails, parks and open space. Land uses common to Mossdale Village and Stewart Tract are mixed use/commercial, residential and community facilities. The key public places or structures in Mossdale Village are the village center, the Gold Rush Boulevard river crossing, Golden Valley Parkway and the levee edge treatments. In Stewart Tract, numerous urban design features are addressed, with special emphasis on waterway edge conditions and the siting of the various land uses next to public areas, such as the levee or lakes.

There are numerous section drawings used in this chapter to describe desirable character and conditions. The locations of these drawings are shown on Figure V-1: Community Design Guidelines Key.

B. *Overall Design Objectives*

The character of new urban development will enhance the visual quality of the City and the visual experience of those residing or visiting the plan area. This will be achieved by the land use and circulation proposals, and by the design, development and maintenance standards included as part of this Specific Plan and future project approvals.

Views of the mountain backdrop to the west will be framed under different conditions rather than lost to the occupant or visitor. The orientation of streets and open space corridors, and the location of parks and major outdoor recreation areas (e.g., golf courses), will provide better opportunities to enjoy the scenic backdrop than is now afforded only from roads and highways or the tops of levees which are not easily accessible under existing conditions.

The design and construction of the landscape and architectural elements in West Lathrop will be undertaken with the following objectives in mind:

- design lively cores for recreation, entertainment and/or community activities that are readily accessible to visitors and nearby residents;
- create signature landscape parkways, waterways and trails that define an attractive image and knit the varied land uses together;
- create a safe and pleasant circulation plan for all modes of ground travel and
- establish distinctive gateways to welcome guests to West Lathrop.

C. Scope and Purpose

The Community Design Chapter provides design concepts for the development of West Lathrop. Given the long time frame for West Lathrop buildout, it is understood that these concepts will likely be amended from time to time based on innovation or the changing context of development. It is also likely that during the long buildout period new ideas or technology will lead to projects with superior design features that do not conform to these guidelines. Such project design features shall receive fair consideration and shall not necessitate amendments to these guidelines if it can be shown that the intent of this Specific Plan is achieved. The Lathrop Zoning Ordinance shall prevail for any design topic not addressed in these guidelines.

One key objective of the Specific Plan is to create a plan containing private and public development elements which will be developed together in a phased manner. Therefore, applications for site-specific private development shall trigger requirements for the development of associated public amenities at the same time. A large share of this chapter focusses on defining the public amenities which will be provided with phased improvements.

The Community Design chapter is intended to establish standards for development that will assist public officials and public agency staff in their role of project review and approval of development applications. It is also intended to guide developers, builders, planners, architects, landscape architects and civil engineers in project design.

Existing and prospective owners, ground lessees and space lessees of each site within the project and other persons whose design and applications may be affected by these design concepts, should familiarize themselves with the intent and the requirements in this Specific Plan, the City's General Plan, the Stewart Tract Development Agreement which applies solely to that property, any subdivision maps applicable to their property, all applicable government laws, ordinances, rules and other constraints on development of their property. This includes but is not limited to, the conditions of any permits and approvals from other relevant

COMMUNITY DESIGN GUIDELINES KEY



STEWART TRACT/MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

SEPTEMBER 27, 1995
 Concept Design: The Jarrett Group

0 600 1200 2400
 FEET

0 183 366 915
 METERS

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jurisdictions or authorities, and shall implement all those provisions applicable to their developments.

D. Guidelines for Major Public Elements

This section addresses all elements of the West Lathrop public domain where site planning and landscape architecture can contribute quality, functional coherence and identity to the plan area. It addresses the design of those elements that are more consistent throughout the plan area, which are:

- gateways
- streetscapes
- off-street trails
- parks
- schools
- levees
- open space
- walls and fences
- signage and lighting

1. Gateways

West Lathrop will be a unique place, identified by significant landscaped gateways. Emphasis on the gateways is intended to signify to the guest and resident that they are entering a special place. This goal is exhibited by the use of landscaped roadway edges (see 2. Streetscapes) and auto roundabouts at key intersections. These roundabouts will provide a central focus with a monumental feature as well as attractive landscape treatment. See Section ST A. In addition to the significant roundabouts there will be landscaped entries at either end of the bridges crossing over the San Joaquin River and the Paradise Cut.

Also, one concept under consideration is a design and construction of a "signature" bridge design that can be used for the Gold Rush Boulevard crossing of the San Joaquin River. This special bridge could be a vivid symbol of the special nature of West Lathrop, visible from long distances.

2. Streetscapes

a. Objectives

The West Lathrop street network is intended for daily use by guests visiting the numerous entertainment and resort activities and by the residents who are employed in the community or nearby. The community street system forms the network for auto and bus circulation as well as a right-of-way for a significant portion of the pedestrian and bicycle trail system. As such, the street network will create a high quality visual and usable environment for the near and long term. Generally, trees, shrubs and groundcover used in the streetscape will also unify the community resulting in visual linkages, from one neighborhood to the next, or one activity to the next. Streetscape design shall be complementary to and shall serve well all of the uses along the plan area rights-of-way. The extent of streetscape treatment in West Lathrop will generally reflect the level of roadway service, i.e., the greater the volume of traffic the more extensive the landscape treatment and the provisions for non-motorists.

b. Landscape Design

The conceptual landscape treatment for the primary public roadways is described in the text that follows. Street right-of-way dimensions are depicted in street sections in Chapter IV: Infrastructure under Circulation. These sections include medians and landscaped parkway edges wherever appropriate.

In general, arterials will have a distinctive median landscape treatment as well as landscaped parkways to provide a soft transition from the road travelways to adjacent architecture. Collectors may have landscaped medians and narrower parkway edges. Actual landscape design and plant material selection will vary from one roadway to another to emphasize the unique or special character of that roadway. Landscape materials and engineering characteristics shall meet city standards. Following is a description of each of the primary public roadways in West Lathrop.

(1) Gold Rush Boulevard

Gold Rush Boulevard is the primary entry roadway from the Interstate 5 (I-5) interchange through Mossdale Village south to Stewart Tract. This themed roadway is a six lane median-divided road with landscaped parkways on either side. Drainage swales along the street's edge are intended to assist in the detention of stormwater. Pedestrian and bicycle paths are to be included within the landscape parkways. Taller tree patterns are to focus the traveller's eye along this major entry to the primary theme park, Gold Rush City. A taller linear tree pattern will separate the vehicular and non-vehicular zones and create more of a "windrow effect" between the two Mossdale Village neighborhoods that this street separates. See Section MV C, regarding residential setbacks.

(a) Gold Rush Boulevard River Crossing

As Section MV B shows, there are alternative ways to resolve the design for the Mossdale Village end of the Gold Rush Boulevard crossing of the San Joaquin River. The ultimate design should reflect engineering and traffic requirements but should place a priority on granting smooth, safe and easy travel for vehicles and pedestrian/bicyclists using River Road. In the event that a "signature bridge" design is implemented here, safety and convenience for traffic using River Road shall nonetheless be an important design criterion.

(2) Golden Valley Parkway

Golden Valley Parkway is the primary north-south expressway parallel to I-5 along the west side of the Southern Pacific Railway. This roadway is a six to eight lane divided arterial with light rail transit in the right-of-way. The landscape treatment for this roadway will be limited to the parkways due to the transit in the median. Shorter, broader canopy trees would be appropriate here to give a human scale and more shaded area to the many transit and pedestrian travellers expected here. The medians shall be paved areas of adequate width at crosswalks for passengers and persons crossing the street to wait safely.

(a) Golden Valley Parkway - Adjacency

Ultimately, Golden Valley Parkway will be West Lathrop's major public transit corridor. Some form(s) of wall will be necessary to keep the noise and visual impacts of the parkway from adversely affecting adjoining residential areas and businesses. As Section MV I shows, to the extent possible, the highway commercial and service commercial uses should contribute to the quality of the street environment when they front on the parkway.

(3) Califia Drive

Califia Drive is the primary roadway within Stewart Tract with several key arterials connecting to it from outside the community. Gold Rush Boulevard, Golden Valley Parkway, and Paradise Parkway all link Califia Drive with the surrounding areas. Califia Drive is the primary themed roadway with four to six auto/bus travel lanes and a central landscaped median. Drainage swales may also be part of the right-of-way. The parkways on either side of the roadway will accommodate pedestrian and bicycle paths. (See Sections ST G1 and ST G2.) These pathways will be separated from the travelways with tree planting to create a pleasant walking and bicycling environment (see Sections ST F1 and ST F2). Level lighted crossings will allow pedestrians to safely cross Califia Drive.

(4) Mossdale Drive

Mossdale Drive will provide limited access to the farmers market and existing uses around I-5. It will not be substantially improved unless transportation system improvements are made which would allow development in the urban reserve area without significant adverse traffic impacts. Mossdale Drive/I-5 interchange improvements are not a part of this plan. The interchange will continue to function in its present configuration.

(5) Paradise Drive

Paradise Drive is a key roadway connection in the westerly portion of Stewart Tract linking Califia Drive to Interstate 205 (I-205). It is within the jurisdiction of the County until it reaches Paradise Cut. This roadway is planned as a themed landscape four lane median divided facility. Tree planting reflective of the Paradise Cut estuarine habitat would make this a distinctive drive.

(6) River Road

River Road is the central community collector in Mossdale Village. Intended primarily for local use, it should be just as useful for non-vehicular traffic as it is for vehicular traffic. To that end, the landscaped parkway should provide generous shade-tree landscaping and ample trail width and trail separation from the traffic lanes.

(7) Scenic Parkway

The Scenic Parkway is a meandering recreational roadway running along the Mossdale Village open space corridor paralleling the San Joaquin River.

(8) Other Collector Roadways

Other collector roadways may or may not have landscaped medians. The determination or inclusion of a median will be based on traffic demand, not necessarily on aesthetics. On the collector roadways, landscaped parkways will be the more dominant design element. Pedestrian pathways will be included in the landscaped parkways for these roadways.

(9) Local Streets

Local streets will form a system that is smaller in scale responding to the quieter residential environment. Therefore, road cross-sections will be minimal width and the landscape edges intended to enhance the more quiet nature of this less intense environment. Wherever feasible, street trees in planting strips between the curb and sidewalk are desirable to offer shade and a pleasant environment which encourages walking.

(10) Private Streets

Private streets that are developed and maintained streets are acceptable so long as their specifications meet mandated city levels of service and emergency ingress and egress.

c. Street Tree Plantings

The several major streets in West Lathrop will require consistent street tree design and well-maintained street tree plantings and associated ground cover. These requirements shall apply to Gold Rush Boulevard, Golden Valley Parkway, Califia Drive, Paradise Drive and River Road. Prior to the approval of design documents for the initial segment of each of these streets, a consistent landscape design plan for the medians and parkway edges of the entire length of the street shall be prepared for and approved by the City. The landscape design is to include the contouring, planting, drainage, irrigation, trails and maintenance plans for that streetscape. The landscape design plan shall demonstrate consistent quality of planting materials and proven techniques for soil preparation, drainage, irrigation and maintenance. Every effort shall be made to ensure that the landscape design plan results in enduring, attractive streetscapes.

d. Public Transportation Facilities

The overall community plan provides for many modes of public transportation other than the automobile. Because Stewart Tract will have a significant number of resort and recreation guests and Mossdale Village and Stewart Tract will have a public transit corridor running through them, particular attention is to be paid to public transportation facilities. Gold Rush Boulevard will be a major arrival/departure corridor for buses, shuttle buses and private cars.

Golden Valley Parkway will be a major Lathrop public transit corridor with a transit station nearby. Califia Drive in Stewart Tract and River Road in Mossdale Village will serve as the primary collector and distribution corridor for frequent bus and shuttle service. To assure guest and resident comfort, well designed and landscaped bus shelters are to be provided to meet (a) the functional standards as defined by the local transit authority and (b) City standards for consistent quality design. It is desirable that one well-designed shelter style is used consistently along West Lathrop arterials and collector streets with the possible exception of stops at major theme park attractions. Bus shelters should be designed to accommodate nearby bicycle racks allowing residents additional flexibility in their trips.

Because innovation in alternative transit is desirable, there will be opportunities here for bus stops with small parking lots that include electrical connections for electric cars or carts and perhaps a provision for carts or bicycles that can be picked up and dropped off at various spots in Stewart Tract.

3. Off-Street Trails

The trail system planned for West Lathrop offers a quiet, safe, landscaped environment primarily for walking, jogging and bicycle travel. It will be a combination of mid-block trails, sidewalks, levee trails and lakeside trails. Guests to the entertainment venues as well as residents and employees could use these trails to walk or ride from hotels and homes to entertainment, recreation, schools, parks and jobs (see Sections ST F1 and ST F2). To serve these purposes, the trails should be easy to use, well-paved and key ones should be lit to allow evening travel. Trail sections and trail locations are shown in many of the design sections in this chapter.

In addition to the trail network within the fabric of the community, there will be trails along the levees allowing access along the river edges (see 6. Levees in this chapter). This network will allow guests and residents the opportunity to enjoy the more natural environment of the San Joaquin River, Old River and the Paradise Cut and the long-range views possible from the tops of the levees.

The lake system offers a rare opportunity for parallel trail systems alongside this rich amenity where residents and guests can enjoy the landscape environment as well as use the trail system for transportation. As shown in Sections ST C1, ST D1, ST D4, ST G1 and ST G2 lake edge treatment will vary from public to privatized. Nonetheless, where feasible, stretches of lake edge should include public trails a safe distance from the water.

Finally, a critical component to the Stewart Tract plan is the off-street overhead system and trail in the central spine linking the themed entertainment complex on the east to the western village center of the community. Below the overhead motorized system, the trail and associated landscaping should replicate the feeling of a broad public promenade with enticing views or glimpses into adjoining activities. Narrower, lateral trails are to extend outwards from this central trail to provide a convenient connection for guests and residents.

4. Parks

The public parks throughout West Lathrop are sited in strategic locations to serve the resident and guest population of the community. Each park will be connected to the trail network assuring convenient access from elsewhere in the community. A key function of the parks is to provide an opportunity for guests and residents to gather and interact, to get acquainted with one another. To that end, hard-scape (paved) gathering areas such as plazas and soft-scape, lawn areas are appropriate. Coordinated lighting fixtures and signage should be used in each public park.

The location and design of parks is also enhances adjoining amenities such as the lake system in Stewart Tract. There are four parks at the lake edge. So that guests and residents can enjoy the water setting, such parks shall include walking and seating areas oriented towards the lake. In at least one park in Stewart Tract, larger gathering place such as an amphitheater should be provided.

Mosssdale Village parks are to be more neighborhood-oriented, designed primarily for active and passive use by nearby residents. The key exceptions are the park adjoining the Mosssdale Village Village Center and the river's edge parkway. Performing a dual role as part of the Mosssdale Village stormwater retention system, it will necessarily have a broad recessed lawn area with perimeter landscaping. In addition, near the village shops, it should include a paved area for community gatherings (see Section MV F).

Neighborhood parks shall incorporate areas for both active and passive recreation. Where feasible, courts, fields and other areas for organized sports should be provided to meet the needs of the surrounding population.

5. Schools

Six sites are presently designated as school sites: two 18-acre sites in Mosssdale Village and four 10-acre sites in Stewart Tract. In Mosssdale Village, the school sites will be designed in cooperation with state standards; the adjoining park areas are to meet city standards. The park areas are to incorporate landscape features that enhance their use and their role as a major neighborhood gathering place. In Stewart Tract, schools (if needed) will also follow state site/building development standards. If, however, it is determined that one or more Stewart Tract school site is not needed, the acreage will revert to public park acreage, to be designed and built in keeping with its function and context.

6. Levees

Many of the section diagrams in this chapter include illustration of improved levees. For example, see Sections MV A, MV D, MV E, ST B1 and ST B2. The section diagrams show improved slope and top elevations but no landscaping. Following discussions with the pertinent regulatory agencies, exemplary landscape improvements for the entire levee are to be prepared for approval by those same agencies. In selected locations, it may also be appropriate to widen the levee top for river-oriented uses such as parkways or restaurants.

The resort hotel and park in Stewart Tract are in fact proposed on elevated, broad levees and one of the Selected Development Alternatives in Chapter III: Land Use shows a marina-oriented residential development with residential units built on a broad levee. The following principles should be met regardless of the specific solution(s):

- Public access along the top of the levees should be as extensive as possible. Ideally, there would be continuous access around the Stewart Tract levee perimeter. Occasional benches should be provided on top of the levees.
- Grading of the inside slopes i.e., those slopes facing Stewart Tract development shall allow reasonable access to the tops of the levees.
- Periodic trails or steps should be provided to invite public access to the top of the levee. Such access points should each have sign or be signified by visible feature(s) such as a tall tree or trees or other distinctive landscape feature.
- Designated areas offering distinctive views of the river(s) should be made accessible by automobile so that elderly and disabled persons, as well as others, are not excluded from enjoying this resource.
- Landscape materials on the inside slopes should be durable yet attractive as they will frame the Stewart Tract development.
- No uses which could readily lead to a breach of security or privacy for adjoining uses should be encouraged through levee landscape design.

7. *Open Space*

There are open space reserves along the river edges of Mossdale Village and Stewart Tract. They are intended to act as floodwater retention areas should the levees ever be laterally or vertically breached. Since this will occur only in exceptional circumstances, they are to be modestly landscaped, as usable open space areas.

The broad open space edge in Mossdale Village along the San Joaquin River offers the greatest opportunity for landscape improvements and uses. It is typically about 200 feet wide and could be improved with lawn areas for casual play, such as frisbee-throwing, or could include courts for such sports as tennis, basketball or volleyball. It is to be improved with adjacent development and maintained as a public recreation/aesthetic resource.

8. *Walls and Fences*

A variety of walls and fences are required in West Lathrop. They range from backyard fences on golf courses to sound walls separating arterial traffic from homes. Aesthetically designed walls and landscaping will further attenuate sound emanating from commercial recreation activities surrounding the theme parks. The potential for glare from vehicle traffic on residential areas will be mitigated by the construction of aesthetically designed walls and installation of landscaping along the perimeter of expressways in order to screen views of traffic from residential areas. All fences between private and public areas sculpt the public domain and therefore contribute to or detract from the quality of the environment. Consistent quality in walls and fencing is sought throughout West Lathrop.

The type and design of walls and fences throughout the West Lathrop will vary in design according to the function. Where visibility is desired, the fence will take a more open form to allow visual penetration. When security is a concern then walls and fences will reflect this need. The unique nature of several of the land uses will require particular types of fencing materials and techniques. For example, fencing around attractions in theme parks can allow visual penetration for interest, but by necessity is a strong security edge. The Paradise Cut natural open space area will also require special attention so that it is visually accessible but not readily disturbed by people. The design, location, scale and materials for any walls or fences shall be a required component of site/building designs submitted for building permit. Furthermore, at such time as a wall or fence is needed for a use adjoining a public park or open space area, consideration shall be given to the design of that wall or fence around that public area's entire perimeter, if such is needed.

a. Sound Walls

Sound walls should be minimized and used only where noise volumes mandate them. Where needed, their scale is to be the minimum required and their materials and design consistent with surrounding landscape and architectural materials. Wherever feasible, they should be integrated with grade changes, comprised of overlapping segments, designed with intentional pattern(s) and/or incorporated with berms or planting areas to blend into the landscape. Sound walls are to be planted with vines or shrubbery.

9. Signage and Lighting

In a master planned community, comprehensive signage contributes to the quality and integrity of the community. Signage is intended to convey information and reinforce the area's character. It should include a hierarchy of signs capable of simply and efficiently moving people through the environment to their ultimate destination. The comprehensive signage system for Mossdale Village or Stewart Tract shall be provided to the City for review with each area's first tentative map or development request. For the Stewart Tract, the signage guidelines will be developed by the Design Review Board as part of the creation of the overall project Design Guidelines package. The hierarchy for signage systems is comprised of permanent and temporary signs, as follows:

a. Signage System

- (1) Major Entry Identity Features - create sense of entry and establish community image and character.*

Any major entry features at entrances should embody prevailing design themes. They should create a strong sense of entry and establish an image, design and materials palette for an overall signage program. The scale of the landscape and architectural features at the entry should be tailored to match the entry's importance as well as relating it to the scale of surrounding uses and landscape.

- (2) Project Entry Identity Features - create strong recognition of arrival at entry (such as a theme park or marina/residential entry).*

Signage at major project entries, such as to the theme parks, convention center or regional commercial sites should carry out the design themes of the project itself. The scale of both landscape or architectural signage elements should be compatible with the scale of the entry area and the project structures themselves.

- (3) Neighborhood Entry Identity Features - identify entries and arrival points to the many neighborhoods within West Lathrop and reinforce community image and character.*

Where appropriate, identity features may be used to articulate the entry to a neighborhood. They should reinforce and recall the prevailing image of the community both in terms of landscape and architectural design and materials. The features may be diverse in their design yet compatible with the others creating a level of control without repetition. The features also should enhance the streetscape and residential scale of the neighborhoods.

- (4) Street and Vehicular Regulation Signs - identify street names.*

Street signs not only identify West Lathrop streets, but also contribute to the overall image of the project and become part of the streetscape design vocabulary. These may be a hierarchy of signs ranging from signs for prominent intersections to local street signs. They should be variations of an overall image, design and materials and distinctive from typical county signs. All traffic regulatory signs should conform to common post design, details and color.

- (5) Marketing and Directional Signs (Temporary) - provide sales information to potential homeowners within specific neighborhoods or for lots sales.*

A marketing sign system should convey necessary information to potential homeowners regarding home sales, pathfinding and model home identification. The marketing signs may be used during the sales period for a particular neighborhood and must be removed upon the completion of initial sales. Colors, design details and materials should all reiterate the common signage themes, design and materials. Directional signs may be used to direct vehicular traffic to the various neighborhoods, sales information center and similar facilities that comprise West Lathrop.

- (6) Construction Signs - identify the developer, designers, lenders and major contractors of work under construction of the site.*

Such signs may not be placed on the site before construction begins and must be removed before occupancy. One (1) construction sign is allowed for each building project. The construction sign shall be freestanding, maximum 6'-0" tall from grade. The sign must be set back five (5) feet from the property line, must be placed parallel to the street and must be located within the site. Construction signs will not be allowed in a street area, on neighboring property or on buildings.

b. Lighting

Lighting systems should be employed to provide lighting levels commensurate in illumination level and scale with the land uses they serve. Also, a safe level of lighting is to be provided for the variety of experiences offered in West Lathrop. Lighting fixtures will reinforce the daytime functional organization of this mixed-use plan and lighting is to be designed to orient visitors at night. Lighting systems shall provide:

- Lighting of public roadways which allows drivers to clearly see all road alignments, potential obstacles and traffic control signage. Intersections or unique conditions should receive more light
- Street lighting on public streets which conforms to the City of Lathrop standards for illumination levels
- Lighting of interior private streets with 20-30 foot high fixtures of a consistent character and quality, and meeting at least City minimum footcandle lighting standards for public streets
- Lit pedestrian walkways, trails, entry areas, courtyards and plazas and the edge of waterways where there are significant pedestrian volumes to provide a sense of personal safety and to minimize shadows
- Lit large rear or side parking lots and associated vehicular circulation in the theme park, convention center, office, retail, commercial and hotel/conference center areas that shall use the parking lot, commercial light fixture of 20-30 foot mounting height
- Building mounted light fixtures for service areas should match parking lot light fixtures.
- Special feature areas that should typically be illuminated by recessed accent lighting or uplighting fixtures not visible at eye level. Special features might include project entries, building entries, residential area lighting, signage, monuments, fountains or flagpoles. Exceptions to this may be certain features of the theme parks
- Open space siting that shall allow a mixture of pole light fixtures and lower level bollard lights and path lights adequate to provide safe levels of light
- Special lighting of the lake edges and any structures which extend out into the lake to create reflected illusions and imagery.

Mitigation of direct off-site glare is to be achieved by the width of open space corridors along the river and westerly of recreation commercial centers on Stewart Tract, and by hooding and directing of exterior commercial lighting away from residential areas. Special attention will be given to the hooding and/or direction of lighting mounted high on building walls, poles, roofs, equipment and other facilities.

10. Landscape Design Practices

Landscape design practices and related requirements necessary to achieve water conservation in West Lathrop shall be implemented. To minimize water consumption, the majority of the plants selected shall be well suited to the climate of the region, except where major design features warrant use of ornamental vegetation. In addition to water conservation, landscape plans should address functional as well as energy use and environmental conditions specific to each individual site. Soil tests shall be required to determine type of soil, soil structure,

water holding capacity and fertility. Soil is to be amended according to report recommendations.

Landscaped areas in parks, street landscaping, schools, golf courses and habitat areas shall be irrigated with reclaimed water wherever it is feasible. All landscaped areas should be provided with automatically controlled water-conserving irrigation systems.

Landscape maintenance programs and procedures which ensure the lasting quality of West Lathrop public and private areas and rights-of-way shall be included in project Codes, Covenants and Restrictions. One or more landscape and lighting districts shall be created to guarantee ongoing maintenance.

E. Guidelines for Major Common Land Uses

(Stewart Tract and Mossdale Village)

As described in Chapter VI: Implementation under City Approval Process, the City's approvals for all of the following uses will be subject to review as part of Urban Design Concepts (UDC). There will be several UDC's for Mossdale Village and several for Stewart Tract. The UDC's may cover areas of varying size and may include different combinations of uses. The overall purpose of each UDC is to demonstrate the internal integration of uses and compatibility with surrounding uses. Those overall objectives are to be achieved by following the guidelines set forth in this chapter and the City's Zoning Ordinance. The required contents of an UDC is defined in Chapter VI: Implementation.

1. Mixed Use and Commercial

Innovative non-residential architecture is encouraged, but designs should achieve a fit with their setting rather than appear to be isolated architectural statements. The fronts of buildings or sides which orient toward public rights-of-way or areas should be "humanized", using forms, scale and materials that are not overwhelming for pedestrians. Articulation of rooflines and facades is required. Entry courts, plazas, recreation areas or other features that invite visual or physical interaction on site are encouraged. Windows fronting a pedestrian zone are desirable to allow indoor and outdoor activities to be visible. These guidelines apply to mixed use, highway commercial, regional commercial, business park and corporate park uses.

2. Residential

The range of housing densities permitted in West Lathrop, from less than one unit per acre to 24 units per acre, is described in Chapter III: Land Use. Within this wide range of densities, all kinds of single family detached to multiple family attached housing units are possible.

Given the long term buildout of the plan area, the intent of this section is to restrict only those aspects of housing developments which adversely affect the street or public domain, and to otherwise allow for and encourage diversity and innovation.

a. Single Family Detached Residential

In this section, site planning for single family homes is addressed at two levels: lot and blockface. The intent is to allow lotting patterns which provide for privacy and individuality and blockface requirements that minimize monotony in massing or setbacks, while retaining the opportunity for production of housing that is attainable for a wide range of households.

Single family homes may be placed on a variety of lot shapes. Minimum lot widths are allowed so long as one of the two facing residential units exhibits some building setback at the first or second story. Frontyard setbacks should vary, but driveway lengths must ensure that cars are not parked in the sidewalk zone and minimum living-area setbacks must include fenestration or other facade treatment that help to articulate the streetscape.

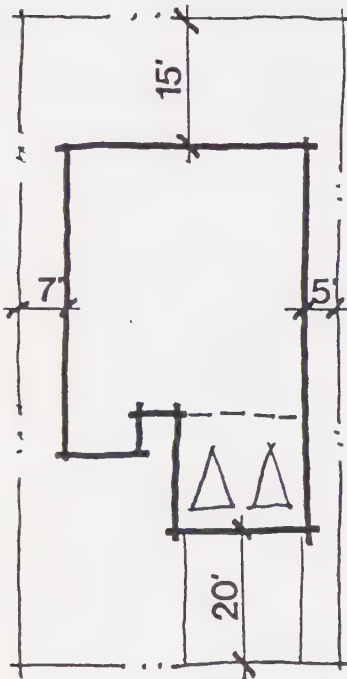
Additional considerations are needed to interrelate housing and public areas. The design of homes next to parks, public open space, levees, public trails, waterways or a golf course should be oriented toward both these amenities and the street. (See Sections MV A, MV E, ST B1 and ST B2.) Ample second-story fenestration is required on building faces overlooking lakes, off-street trails, golf courses or open space to create housing explicitly oriented toward these common areas.

Neighborhood street character is an overriding concern. The relationship between a row of houses on a street is an important element of neighborhood character. On all street scenes, the amount of building allocated to living space, i.e. living rooms, dining rooms, entries, shall be maximized and should drive the floor plan design and plotting of the unit. "Garage-scapes" type street scenes where the overall neighborhood character is dominated by garage doors are expressly discouraged.

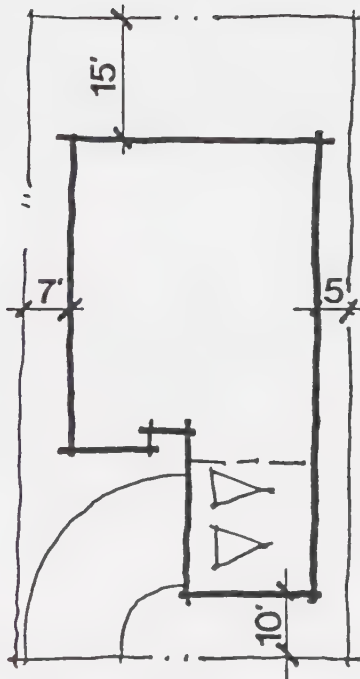
Some of the site planning techniques that should be used to create variety along local streetscapes include: varied front and side building elevations; variations in lot width; gently curving streets and varied garage/living space front yard setbacks. What is most effective will vary depending upon the situation. For example, lot width variations can add diversity in small-lot subdivisions; on large lots, such variations add little visual variety. Most streets should have varied setbacks, alleviating the linear repetition often found in subdivisions in flat locales. Those site planning techniques that offer the minimum repetition along each block should be employed.

Although these guidelines do not address the architectural design details of residences, there are nonetheless overriding concerns regarding residential architecture that should guide housing design. A balance is to be created in residential design between overly homogeneous use of materials, rooflines, etc. and allowing any and all types of design in a given neighborhood. Each West Lathrop residential neighborhood should have some consistent design features in order to create a coherent character for that neighborhood.

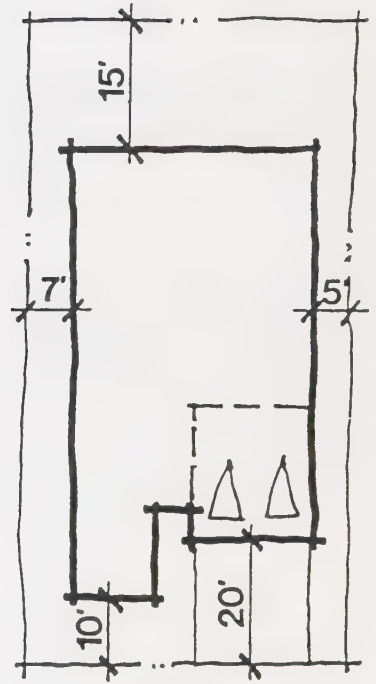
FRONT YARD SETBACKS



Two Car Garage



Two Car Garage



Two Car Garage

b. Multiple Family Attached Residential

The architectural form for multiple family housing shall be responsive to this climate and setting, creating indoor and outdoor spaces that can be well used by the anticipated residents. Long expanses of building walls shall be articulated with window and wall projections that reflect the organization of the floor plan. Unit depths should be varied to provide interesting massing rather than the addition of superficial exterior elements. One-story massing on the ends of some two-story buildings is encouraged to soften building massing. Window projections, window recesses, second-story overhangs, chimneys, balconies, shade structures, one-story projections or garden walls shall be used to create interest and to articulate building volume.

(1) Entries

Entries shall be identifiable elements of the building massing. The following types of elements may be utilized to emphasize entries: one-story floors, trellis structures, garden walls, gates, porches, wall openings and columns. All entries shall be covered.

(2) Roofs

Roof forms shall be articulated to show variety and add visual interest, but roof forms shall remain relatively simple. Variety can be achieved through a combination of one- and two-story roofs, simple roof intersections, changes of eave heights, breaks in roof planes, roof offsets, chimneys, dormer windows and vents or other projections. Also, roof slopes may be oriented in different directions to break up long expanses of roof. Roof treatments should be selected carefully to ensure a unified roof design and to avoid a chaotic or contrived appearance.

(3) Garages

Garage doors should be recessed in the wall or behind pilasters or columns. Where rows of garage doors are provided for multiple family units, site plans which place garages and parking areas within clusters or pods are encouraged. Where continuous garage doors (e.g. more than three in a row) face internal through-streets, there should be intervening planting areas at regular intervals.

Any freestanding carports shall incorporate the same architectural design elements as the dwelling units. End wall conditions that are visually prominent should receive special architectural attention, such as trellis panels.

All tactics possible should be used to relieve the internal streetscape in multiple family complexes from being overly repetitive, monotonous or constricted. The residential subdivision developer should consider variations in height, massing, placement and elevational character of the units, as well as jogging, widening or otherwise opening the street corridor at points, as possible ways of achieving these goals.

Careful consideration should also be given to the focal view at the end of all movement corridors. Internal streets shall be a minimum of twenty-four (24) feet in width and shall not terminate with views of garage doors, trash receptacles or parking areas, wherever feasible. Where there is parking in garages or carports perpendicular to an internal travel lane, the land shall be a minimum of twenty-six (26) feet clear width.

(4) Recreational Facilities

Recreation facilities within a particular multiple family housing development should be internal to the building groups, should receive sun at least in the afternoon and be visible from a number of units. Where feasible, it should be a key feature of the project viewed from approaches to the site. It shall be enclosed by an open-work fence and should offer features such as a pool, cabana, restroom facilities, a lawn sunning area equal to or larger than the pool surface area, with southern exposure if possible, a covered shady area and children's play equipment. The entries to the recreational facilities should be directly connected to pedestrian walkways.

(5) Trash Enclosures

Trash enclosures shall be located as inconspicuously as possible, away from public streets and public view. The enclosures shall include a wall sufficiently high to screen the potential visual nuisance, with wall finish and doors compatible to the project's architecture. Ample design consideration should be given to the structural and landscape design of all types of trash enclosure.

Stewart Tract operations will include daily pick-up of any waste products strewn over commercial grounds and parking areas by visitors; wastes from commercial and residential operations will be separated for recycling of paper, cans and plastics, and glass, with storage at on-site transfer stations for later hauling by re-use operators or County/City approved places of disposal; recycling of solid wastes from residential areas will be conducted on a scheduled basis.

Multiple family housing sites shall have specific sites for recycling containers that are conveniently located. Neighborhoods shall have fully screened sites for collection of materials for recycling including but not limited to cardboard, metal, glass, newsprint and green wastes.

3. Community Facilities

Uses categorized as community facilities are envisioned to provide the architectural focal points and people gathering places for the community. Special effort and emphasis shall be placed on their architectural, site plan and landscape architectural treatments. Architectural design of buildings housing community facilities shall adopt the prevailing architectural and/or community design themes in order to reflect distinctive Stewart Tract character.

All community facilities shall have a plaza, "front porch" or other gathering place. The architectural design shall enhance the function and activity within the required people-

gathering place by spatially defining it with building faces on at least three sides, adjacent building entries, windows, signing, and/or architectural detail. Deep building overhangs should be used to provide shade for activity spaces where possible. This may also be accomplished with the use of arbors, trellises and freestanding shade structures.

Building facades adjacent to people-gathering places should exhibit brighter colors and stronger modulation and texture than in other more passive areas. Flags, banners, tent structures, colored awnings and signing can create a sense of activity and arrival.

F. Mossdale Village Design Guidelines and Development Standards

1. Zoning District and Land Use Policies

Within the Mossdale Village, certain zoning districts will be established within the Specific Plan to regulate the differing types of development within the planned areas. While the existing Lathrop Zoning Code may be utilized for these zoning districts, there are some regulations and policies that must differ from the existing code because of the village's proximity to the San Joaquin River and water uses, the linear park along the river that will front many of the dwelling units, differences in types of dwelling units themselves, etc. As a result, the regulations stipulated by the existing Lathrop Zoning Code are enhanced by the establishment of the Mossdale Village combining zone, designated as "MV". The MV designation is assigned to the various land uses described in this section to differentiate between regulations that pertain to the village and those that may strictly apply to other parts of the City. The Lathrop Zoning Code shall apply for all development standards not addressed herein. See Figure V-2: Mossdale Village Zoning.

2. Planned Unit Developments (PUD)

Planned Unit Developments (PUD's) are frequently used to meet the objectives of the General Plan and Zoning Code, while also providing for the development of planned units which do not conform in all respects with the land use pattern designated in a zoning district. A planned unit development may include a combination of different dwelling types and/or a variety of land uses which are made to complement each other and yet be complementary with existing and proposed land uses in the vicinity.

In order to provide locations for PUD's, the Planning Commission will be empowered to grant use permits for planned unit developments, provided that such developments comply with the regulations prescribed in this section. The only area in which a PUD is not possible is the single family residential areas at the proposed marina. This area will be developed within the guidelines and standards for the RX-MV district described later in this section. The approval of a PUD that is not designated by the General Plan is intended to be discretionary on the part of the City rather than an entitlement of a landowner.

3. Commercial Uses

a. Village Center Zoning District (CV-MV District)

As described earlier in this document, the Village Center for Mossdale Village will be the foremost community gathering place for Mossdale Village residents. They will come here day and night to shop, dine, use community facilities and attend public and private events. These many needs can be met by various design solutions, each of which tends to meet one need better than others. For example, a village center solution that maximizes for parking which shopkeepers desire diminishes the enjoyment pedestrians can get from the streetlife. Four examples are provided herein which reflect ways to achieve several of the more universal objectives which this plan supports for the Mossdale Village Village Center design. (See Section MV F.)

- Pedestrian enjoyment of the main street environment is a priority so long as cars can be parked nearby.
- Storefront widths, building facades, fenestration and design character shall be of a scale that creates an inviting small scale character for the main street.
- Buildings will be sited such that they frame the space in which they are sited, while maintaining a strong visual and pedestrian interface with surrounding residential uses.
- The facade and entries of buildings on the main street shall abut the sidewalk; setbacks are expressly discouraged.
- Sidewalks are to be of ample width for high pedestrian volumes and use of the sidewalks for window-shopping, cafe tables and the like. (See Section MV G.)
- The village center design shall be inviting for travellers where it meets Golden Valley Parkway. It should include a light-rail transit stop and bus stops.
- The design for the village center and adjoining park shall be done to maximize the usefulness and attractiveness of each to the other.

(1) Permitted Uses for the Village Center

The Village Center will typically contain the following types of uses, which will include various stores, shops, services and community oriented activities. The permitted uses listed here are not meant to be comprehensive; they are representative types of uses desired for the Village Center, other uses indicative of the major categories may also be included.

- (a) *Personal services*: barber, beauty salon, tailor, shoe repair
- (b) *Retail convenience shopping*: supermarket, pharmacy, variety store, delicatessen, food market, video/music, packaged liquor, ice creams shop, greeting cards, coffee shops, restaurants (fast food and "sit-down" but no drive through facilities), florists, and hardware and garden shop
- (c) *Business and professional offices*: medical, dental, optometry, accounting, legal services, building and site design
- (d) *Limited automobile services*: gasoline and minor repairs

- (e) *Household services*: small appliance and equipment repair, rug cleaning, drapery and blind installation, landscape contracting, small building and contracting services than can be conducted wholly with a building
- (f) *Public and community oriented services*: churches, nursery schools, day care, senior center, social clubs, convalescent and assisted care homes, arts instruction (music, dance, painting), health clubs, medical and urgent care clinics
- (g) *Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.*

(2) Development Standards for the Village Center

The following development standards are to be used to "measure" a proposed use to determine whether it meets the intent of this Specific Plan and the City's Zoning Ordinance where applicable.

- (a) *Urban Design Concept Review*: Prior to the establishment of any uses within the Village Center, an applicant must first provide an initial design concept that encompasses the entire Village Center development. This will entail maps drawn to scale that indicate what intended structures, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the Village Center in accordance with the standards set forth by this section. The initial design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the village Center. Any amendments or modifications to the approved design concept must be redesigned in its entirety and be reviewed and approved by the Planning Commission as a separate plan.
- (b) *Screening and Landscaping; Fences, Wall and Hedges*:
 - Open storage of materials and equipment is prohibited unless it meets the pedestrian oriented concept of the Village Center, such as storage of table and chairs for sidewalk cafe use.
 - No fences shall be allowed between the Village Center uses and surrounding residential uses.
 - Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.
- (c) *Site Area*: No limitation.
- (d) *Frontage, Width and Depth of Site*: No limitation, however frontage of commercial structures shall be articulated. The desirable storefront width is twenty-five (25) feet or less. Shop entrances should be at intervals not to exceed fifty (50) feet.
- (e) *Lot Coverage*: No limitation.
- (f) *Yard Requirements*:
 - The minimum front yard shall be zero (0) feet.
 - The minimum side and rear yards shall be zero (0) feet, except along the frontage of Golden Valley Parkway, in which case the setback shall be a maximum of fifteen (15) feet.
- (g) *Distances Between Structures*: Distance between structures shall be zero (0) feet, when separated by a fire wall as required by the Uniform Building Code, except where

pedestrian access between buildings is required, in which case the distance between buildings shall be a maximum of fifteen (15) feet.

- (h) *Building Height:* Fifty (50) feet or three stories maximum.
- (i) *Off-Street Parking and Off-Street Loading:* Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the Initial Design Concept Review required under subsection.
- (j) *Signs and Outdoor Advertising Structures:*
 - No monuments or freestanding signs shall be permitted.
 - All building signs shall be consistent with the building architecture and shall not extend beyond the roofline of the building or for two story buildings, higher than two (2) feet below the second story window sill. No building sign shall be lower than eight (8) feet from grade. Building signs shall be permitted on both the front and rear of structures.
 - Hanging signs and canopy signs are permitted, provided that the bottom of such signs does not hinder pedestrian travel.
 - One (1) projection sign may be permitted for each business in lieu of a hanging or canopy sign, provided that the maximum distance from the face of the building for the total sign width is four (4) feet. No projection sign may be lower than eight (8) feet from grade.
 - Directional signs for parking lots shall be limited to a maximum of six (6) square feet and be no more than four (4) feet in height. Directional signs shall only be utilized to direct orderly flow of ingress and egress traffic; no business copy or logo is permitted on directional signs.
 - One area identification sign (entrance sign to the Village Center) shall be permitted. No logos of commercial copy shall be allowed on this sign. Design and placement of this sign shall be reviewed and approved with the initial design concept review described above.

b. Highway Commercial Zoning District (CH-MV)

Highway commercial uses (designated as "freeway commercial" in the General Plan) will be generally located near the interchange of I-5 and Golden Valley Parkway. This area will be utilized mainly by freeway travelers as a place to rest, eat, lodge, or re-fuel. In certain cases, other similar automobile oriented businesses will also be located here. Despite the automobile orientation of the highway commercial area, the following guidelines shall apply to guarantee that an acceptable visual and pedestrian interface with surrounding areas is maintained. (See Section MV H.)

- Sidewalks and landscaped strips adjoining buildings and parking areas shall be provided to allow for a softened visual appearance and pedestrian friendly access to other village areas.
- Cluster signage shall be required to avoid multiple freestanding sign clutter. All signage will be architecturally compatible with the surrounding area.

(1) Permitted and Conditionally Permitted Uses for the Highway Commercial CH - MV Zoning District

Permitted and conditionally permitted uses for the highway commercial district will be as provided for in section 179.05 of the Lathrop Zoning Code. Review of building permits, administrative review, site plan review and conditional use permits shall be as is provided in Chapter VI: Implementation of this Specific Plan.

(2) Development Standards for the CH-MV Zoning District

The following development standards are to be used to "measure" a proposed use to determine whether it meets the intent of this Specific Plan and the City's Zoning Ordinance where applicable.

- (a) Urban Design Concept Review:* Prior to the establishment of any use within the highway commercial area, an applicant must first provide an urban design concept that encompasses the entire highway commercial development. This will entail maps drawn to scale that indicate what intended structures, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the highway commercial area in accordance with the standards set forth by this section. The urban design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the highway commercial area. Any amendments or modifications to an approved design concept must be reviewed in its entirety and approved by the Planning Commission as a separate plan.
- (b) Screening and Landscaping; Fences, Wall and Hedges:*
 - Open storage of materials and equipment is prohibited unless it is fully screened from the adjoining streets or other land uses.
 - Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.
 - No fences shall be permitted along property edges.
- (c) Site Area:* No limitation.
- (d) Frontage, Width and Depth of Site:* No limitation.
- (e) Lot Coverage:* No limitation.
- (f) Yard Requirements:*
 - The minimum setback from Gold Rush Boulevard and Golden Valley Parkway shall be fifteen (15) feet.
 - The minimum setback from other streets (including Manthey Road) shall be ten (10) feet.
- (g) Distances between Structures:* Distance between structures shall be ten (10) feet.
- (h) Building Height:* Thirty-five (35) feet or two stories maximum.
- (i) Off-Street Parking and Off-Street Loading:* Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the urban design concept review required under subsection

(j) Signs and Outdoor Advertising Structures:

Signs shall generally be in conformance with Section 183.04(d) of the Lathrop Zoning Code with the following exceptions, which shall prevail:

- (i)* A master signage plan as described in Section 183.04 of the Lathrop Zoning Code is required for this area. The master signage plan shall be provided as part of the urban design concept review.
- (ii)* No freestanding signs shall be permitted for individual uses other than one (1) monument sign. The permitted monument sign shall contain a maximum of fifty (50) square feet for each face and a maximum of eight (8) feet in height.
- (iii)* One multi-user (cluster) sign shall be utilized for highway identification for all users within the highway commercial area. This sign shall contain no more than 700 square feet of sign face (one side) or be more than fifty (50) feet in height. An exception to this standard may be approved through the required urban design concept plan review if seven (7) or more different users are proposed.
- (iv)* No outdoor advertising structures shall be permitted.

c. Service Commercial Zoning District (CS-MV)

Service commercial uses will be located along the frontage of I-5, between Golden Valley Parkway and Manthey Road. The service commercial district is intended primarily for establishments engaged in servicing equipment, materials and products, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution and retail sale. Despite its "hybrid" characteristics with uses industrial in nature, proposed uses in the service commercial district shall provide a architecturally consistent interface with Golden Valley Parkway and the surrounding land uses.

(1) Permitted and Conditionally Permitted Uses for the Service Commercial CS - MV Zoning District

Permitted and conditionally permitted uses for the highway commercial district will be as provided for in Section 179.04 of the Lathrop Zoning Code. Review of building permits, administrative review, site plan review and conditional use permits shall be as in provided in Chapter VI: Implementation of this Specific Plan.

(2) Development Standards for the CS-MV Zoning Districts

- (a) Urban Design Concept Review:* Prior to the establishment of any use within the service commercial area, an applicant must first provide an urban design concept that encompasses a given planning unit of the service commercial district. This will entail maps drawn to scale that indicate what intended structures, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the planning unit in accordance with the standards set forth by this section. The urban design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the planning unit. Any amendments or modifications to an approved design concept must be reviewed in its entirety and approved by the Planning Commission as a separate plan.

(b) *Screening and Landscaping; Fences, Wall and Hedges:*

- Open storage of materials and equipment is prohibited unless it is fully screened from the view of adjoining streets or other land uses.
- No fences or walls shall be permitted along Golden Valley Parkway unless granted in special circumstances by the Planning Commission with the urban design concept review. Fences and walls along Manthey Road shall be architecturally compatible with the surrounding area and maintain a minimum ten (10) foot setback for gates.
- Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.

(c) *Site Area:* No limitation.

(d) *Frontage, Width and Depth of Site:* No limitation.

(e) *Lot Coverage:* No limitation.

(f) *Yard Requirements:*

- The minimum setback from Golden Valley Parkway shall be fifteen (15) feet.
- The minimum setback from other streets including Manthey Road shall be zero (0) feet.

(g) *Distances between Structures:* Distance between structures shall be ten (10) feet.

(h) *Building Height:* Thirty-five (35) feet or two stories maximum.

(i) *Parking and storage areas shall be sited and screened such that they do not become incompatible with their interface with Golden Valley Parkway and adjacent residential areas.*

(j) *Sidewalks and landscaped strips adjoining buildings and parking areas shall be provided for a softened visual appearance and pedestrian friendly access to other village areas.*

(k) *Off-Street Parking and Off-Street Loading:* Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the urban design concept review required under subsection.

(l) *Signs and Outdoor Advertising Structures:*

- All signage shall be architecturally compatible with the surrounding area.
- Signs shall generally be in conformance with Section 183.04(d) of the Lathrop Zoning Code with the following exceptions, which shall prevail:

(i) A master signage plan as described in Section 183.04 of the Lathrop Zoning Code is required for each planning unit. The master signage plan shall be provided as part of the urban design concept review.

(ii) No freestanding signs shall be permitted other than one (1) monument sign. The permitted monument sign shall contain a maximum of fifty (50) square feet for each face and a maximum of eight (8) feet in height.

(iii) No outdoor advertising structures shall be permitted.

(m) The use of pre-fabricated structures will be prohibited in this zoning district and all proposed structures shall be architecturally compatible with the surrounding area.

d. Waterfront Commercial Zoning District (CW-MV)

The Waterfront Commercial district will be located adjacent to the marina at the San Joaquin River to primarily serve those residents in the marina residential area and users of the marina itself. The area is small (4 acres) and will only accommodate specific uses of neighborhood

character primarily. The district shall be developed in an architecturally consistent manner to interface with open space areas near the San Joaquin river and surrounding land uses. As a result the following guidelines shall be applied to new development in this area:

- Parking and storage areas shall be sited and screened such that they do not become incompatible with the adjacent residential areas.
- Pedestrian access to and from the waterfront commercial area shall be integrated into its site planning.
- All signage will be architecturally compatible with the surrounding area.
- The use of pre-fabricated structures will be prohibited in this zoning district and all proposed structures shall be architecturally compatible with the surrounding area.

(1) Permitted and Conditionally Permitted Uses for the Waterfront Commercial CW - MV Zoning District

Permitted uses for the waterfront commercial district will be as provided as follows. Any additions to this list may be applied for under provisions of the Lathrop Zoning Code. Establishment of any use listed below may be subject to site plan review and/or building permit review as described in Chapter VI: Implementation of this Specific Plan.

- Apparel
- Art supply
- Bakery goods
- Banks
- Barber shops and beauty salons
- Boat sales, service and repair
- Books and rental libraries
- Camera equipment and supplies
- Candy and confectioneries
- Clothes cleaning (pick-up and delivery, dry cleaning within enclosed machines)
- Clinics (medical)
- Commercial small business offices, not involving more than 8,000 sq. ft. of gross floor area)
- Dairy products
- Pharmacies
- Dry goods
- Electrical appliance repair (small appliances only)
- Florists
- Food stores and delicatessens, but not supermarkets
- Garden supply and plant nurseries, provided that all equipment, supplies and merchandise other than plants and mulches shall be kept within completely enclosed buildings or under a shade structure, and with fertilizer to be stored and sold only in packaged form
- Gifts
- Hardware
- Hobby supplies

- Liquor (packaged)
- Mini-storage
- Newsstands and magazines
- Pressing of wearing apparel
- Restaurants and cafes
- Self-service laundry and dry-cleaning
- Shoes
- Shoe repair
- Soda fountains
- Tailoring and dressmaking
- Video stores, subject to the limitations of Lathrop City Ordinance No. 92-64
- Variety stores, not involving more than 10,000 square feet of gross floor area.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Development Standards for the CW-MV Zoning District

- (a) Urban Design Concept Review:* Prior to the establishment of any use within the waterfront commercial area, an applicant must first provide an urban design concept that encompasses the entire waterfront commercial district. This will entail maps drawn to scale that indicate what intended structures and massing, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the entire planning area in accordance with the standards set forth by this section. The urban design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the area. Any amendments or modifications to an approved design concept must be reviewed in its entirety and approved by the Planning Commission as a separate plan.
- (b) Screening and Landscaping; Fences, Wall and Hedges:*
- Open storage of materials and equipment is prohibited unless it is fully screened from the view of adjoining streets or other land uses.
 - No fences or walls shall be permitted along the open space areas near the open space areas near the San Joaquin River unless granted in special circumstances by the Planning Commission in conjunction with the urban design concept review. No fences and walls shall be permitted between this district and the surrounding residential areas.
 - Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.
 - No outdoor advertising structures shall be permitted.
- (c) Site Area:* No limitation.
- (d) Frontage, Width and Depth of Site:* No limitation.
- (e) Lot Coverage:* No limitation.
- (f) Yard Requirements:*
- The minimum setback from the adjacent open space areas shall be fifteen (15) feet.
 - The minimum setback from other yards shall be ten (10) feet.
- (g) Distances between Structures:* Distance between structures shall be ten (10) feet.
- (h) Building Height:* Thirty-five (35) feet or two (2) stories maximum.

- (i) *Off-Street Parking and Off-Street Loading:* Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the urban design concept review required under subsection.
- (j) *Signs and Outdoor Advertising Structures:*
 - Signs shall generally be in conformance with Section 183.04(d) of the Lathrop Zoning Code with the following exceptions, which shall prevail:
 - (i) A master signage plan as described in Section 183.04 of the Lathrop Zoning Code is required for each planning unit. The master signage plan shall be provided as part of the urban design concept review.
 - (ii) No freestanding signs shall be permitted for individual uses other than one (1) monument sign. The permitted monument sign shall contain a maximum of fifty (50) square feet for each face and a maximum of eight (8) feet in height.

4. Residential Uses

a. Single Family Residential (R-MV;RX-MV)

Similar to the types of residential uses described in subsection E of the Community Design chapter, site planning for single family detached homes shall be concerned with both lot and blockface characteristics. While privacy of individual units is to be maintained, blockfaces should be varied to de-emphasize redundancy in massing and setbacks. While most subdivisions in these areas will provide varying lot sizes, minimum standards are needed to provide an optimum level of opportunities for changing family lifestyles and to ensure interesting and cohesive neighborhood character.

The R-MV zoning district pertains to single family detached housing between the San Joaquin River and Golden Valley Parkway. It provides for various types of detached housing with varying lots sizes, that generally will be a minimum of 6,000 square feet.

The RX-MV zoning district pertains to single family detached housing adjacent to the marina at the San Joaquin River.

The site planning and design of residential uses are subject to review as part of the Urban Design Concept and Neighborhood Design Review for each development area.

(1) *Permitted Uses for the R-MV and RX-MV Zoning Districts* - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

- One-family detached dwellings
- Raising of fruit and nut trees, vines, vegetables and horticultural specialties on a non-commercial basis
- Fenced or enclosed swimming pools for either individual, family or communal use on an exclusive non-commercial basis, provided that no swimming pool shall be located within an utility easement

- A "small family day care home" as defined by the State Health and Safety Code, which provides family day care to six (6) or fewer children, including children who reside in the home
- An "alcoholic recovery facility" as defined by the State Health and Safety Code, which provides care to six (6) or fewer persons, whether or not related
- A State-authorized, certified or licensed family care home, foster home or group home serving six (6) or fewer mentally disordered or otherwise handicapped persons, or dependent and neglected children
- Accessory structures and uses located on the same site with a permitted use
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Permitted Uses: Administrative Approval Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following uses may be permitted in accordance with Chapter VI: Implementation of this Specific Plan.

- Enclosed temporary construction materials storage yards required in connection with the development of a subdivision, and temporary subdivision sales offices and signs and model home display areas
- Gas and electric transmission lines in accordance with Section 185.08 of the Lathrop Zoning Code, electrical distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks
- Mobilehomes on permanent foundations designed in accordance with the standards of Section 183.05 of the Lathrop Zoning Code
- A "large family day care home" as defined by the State Health and Safety Code for seven (7) to twelve (12) children, inclusive, including children who reside at the home
- Home occupations in accordance with Section 183.01 of the Lathrop Zoning Code
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(3) Permitted Uses - Building Permit Review Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following permitted uses shall be reviewed and approved by Community Development Director during the review of a required building permit.

- Garden structures in accordance with the development standards described in this section
- Tennis courts, including related fencing over seven (7) feet in height located on the same site as a permitted or conditional use

- Incidental and accessory structures and uses as defined by Section 170.08 of the Lathrop Zoning Code located on the same site as a use permitted by administrative approval or conditional use
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(4) Conditionally Permitted Uses - Planning Commission Approval Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following conditional uses may be permitted in accordance with the provisions of Chapter VI: Implementation of this Specific Plan.

- Public and quasi-public uses of an educational or religious type including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools; private non-profit schools and colleges; churches; parsonages and other religious institutions
- Public and private charitable institutions, hospitals, sanitariums, rest homes, and nursing homes, including a state authorized, certified or licensed family care home, foster home or group home serving seven (7) or more mentally disordered or otherwise handicapped persons, including rehabilitation homes for the alcohol and/or chemically dependent, or dependent and neglected children, where such homes provide care on a 24-hour basis
- Public uses of an administrative, recreational, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations and other public buildings, structures and facilities; public playgrounds, parks and community centers
- Modest expansion or remodeling of an existing non-conforming use of a structure or land, limited to twenty-five (25) percent or less of the assessed value of existing structures, or reestablishment of a non-conforming use which has been damaged, except non-conforming signs and outdoor advertising structures, non-conforming uses occupying a structure with an assessed valuation of less than \$100, and non-conforming fences, walls and hedges
- A second unit dwelling attached to or appurtenant to an existing single family detached residence, in accordance with the provisions for a conditional use permit in Chapter VI: Implementation of this Specific Plan
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(5) Development Standards for the R-MV and RX-MV Zoning Districts

(a) Fences, Walls and Hedges:

- In front yards, side yard fences between the front property line and the facade of the dwelling unit shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space.

Such fences shall not exceed six (6) feet in height nor be closer than ten (10) feet to front property line.

- Front yard fences shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fence shall not exceed six (6) feet in height nor be closer than ten (10) feet to front property line.
- On corner lots, side yard fences shall be located no closer than ten (10) feet from the property line.
- All rear yard fences shall be located on the rear property line with only one fence located on the property line.
- On corner lots, in no event shall a fence or other screening device over three (3) feet in height be located within the triangular area formed by the intersection of the two corner property lines from a distance of twenty-five (25) feet.
- Soundwalls: Where residential developments abut arterial or major collector streets (Golden Valley Parkway, Gold Rush Boulevard, Califia Road) and acoustical screening is required, a combination of landscaped berms and walls shall be constructed such that the soundwalls are no more than fifty (50) percent of the total height of the screening.

(b) *Site Area:* The minimum site area in the R-MV and RX-MV districts shall be 6,000 square feet. The minimum site area in the R-MV district may be reduced under the provisions of a PUD permit, as described in Chapter VI: Implementation of this Specific Plan.

(c) *Frontage, Width and Depth of Site:*

- Each site in a R-MV and RX-MV district shall have not less than sixty (60) feet of frontage on a public street except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty (40) feet provided the width of the site, as measured along the front yard setback line, is at least sixty (60) feet. Sites in the R-MV district may have reduced frontages as permitted under PUD regulations described in Chapter VI: Implementation of this Specific Plan.
- The minimum width of each site in a R-MV or RX-MV district shall be sixty (60) feet for an interior lot and sixty-five (65) feet for a corner lot, except as otherwise permitted under PUD regulations for R-MV district sites.
- The minimum depth of each site shall be ninety (90) feet for an interior lot and eighty (80) feet for a corner lot.
- Number of Dwelling Units Per Site: Not more than one (1) dwelling unit shall be allowed on each site, except for second unit dwellings, permitted by conditional use permit described in Chapter VI: Implementation of this Specific Plan.

(d) *Coverage:* The maximum site area covered by all structures shall be forty (40) percent when the minimum lot size is 6,000 square feet, fifty (50) percent when the minimum lot size is 5,000 square feet or less as provided for R-MV sites under PUD regulations described in Chapter VI: Implementation of this Specific Plan.

(e) *Yard Requirements:*

- (i) *Front Yard:* The minimum front yard shall vary from ten (10) to twenty (20) feet, chosen from one of five options shown in Figure V-3. No one option chosen may be utilized for more than forty (40) percent of the lots on any blockface. All front yard setbacks shall be reviewed and approved under the provisions for

Neighborhood Design Review as described in Chapter VI: Implementation of this Specific Plan.

- (ii) *Rear Yard:* The minimum rear yard shall be ten (10) feet for single story structures. Accessory and garden structures less than seven (7) feet in height may be located within any portion of a required rear yard. Where construction involves more than one story, including decks, balconies, garden structures and other related platforms with a floor level over five (5) feet in height, the rear yard for the additional story shall be increased by ten (10) feet for each additional story. Accessory structures less than seven (7) feet in height may be located in any portion of required rear yard, provided that any mechanical equipment shall be located a minimum of five (5) feet from a rear property line adjoining an interior lot that contains a residence.
- (iii) *Side Yards:* The minimum side yard shall be five (5) feet, subject to the following conditions and exceptions:
 - Accessory and garden structures under seven (7) feet in height may be located in any portion of a required side yard, subject to approval under the provisions of zoning ordinance, except in the street side yard of a corner lot, and provided that any mechanical equipment shall be located a minimum of five (5) feet from a side property line adjoining an interior lot that contains a residential use.
 - For adjoining lots with two story dwelling units, the minimum side yard is only permissible if the building facade of one of the dwelling units exhibits at least a two (2) foot building setback from the full extent of the first or second story.
 - For corner lots, the street side yard shall not be less than ten (10) feet from the property line.
- (f) *Distances Between Structures:* The minimum distance between a one-family residence and another building shall be ten (10) feet.
- (g) *Building Height:* No building or structure shall have a height greater than thirty-five (35) feet except as may be required for certain conditional uses.
- (h) *Signs:* No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 183 of the Lathrop Zoning Code.
- (i) *Off-Street Parking and Off-Street Loading:* Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 182 of the Lathrop Zoning Code.
- (j) *Urban Design Concept - Neighborhood Design Review Consistency.* All permitted or conditionally permitted uses shall comply with the UDC and NDR approvals for the area.

b. Multi-Family Residential (RM-MV)

Multi-family residential development for Mossdale Village will consist of primarily attached dwelling units of one or two stories. Many of the same design guidelines required of multi-family residential units will apply to Mossdale Village; see subsection E of the Community Design chapter for the Stewart Tract portion of the specific plan. As with single family residences, careful site planning techniques must be employed so that both lot and blockface characteristics are similar to those for single family units. The minimum standards indicated below are provided to ensure architectural compatibility and increase housing opportunities for the prospective residences with Mossdale Village neighborhoods.

The RM-MV zoning district will be utilized as the vehicle to which standards will be employed for multi-family development. It provides for various types of attached housing with varying lot sizes, as well as single family attached homes or single family detached units that will can utilize less than a 6,000 square feet lot size.

(1) Permitted Uses for the RM - MV Zoning District - Building Permit Review - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following permitted uses shall be reviewed and approved by Community Development Director during the review of a required building permit or prior to the establishment of the requested use.

- One-family dwellings
- A small family day care home, a substance abuse recovery facility or a State-authorized, certified or licensed family care home, foster home or group home serving six (6) or fewer children, mentally disordered or otherwise handicapped persons, or dependent and neglected children
- Fenced or enclosed swimming pools for either individual, family or communal use on an exclusive non-commercial basis, provided that no swimming pool shall be located within a utility easement or a front yard
- Incidental and accessory structures and uses located on the same site with a permitted use
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Permitted Uses: Site Plan Review Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following uses may be permitted by issuance of Site Plan Review Permit, in accordance with Chapter VI: Implementation of this Specific Plan.

- Two or more single family dwellings proposed for the same site
- Multi-family dwellings or apartments other than duplexes
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(3) Permitted Uses: Administrative Approval Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following uses may be permitted in accordance with Chapter VI: Implementation of this Specific Plan.

- Duplexes

- Enclosed temporary construction materials storage yards required in connection with the development of a subdivision, and temporary subdivision sales offices and signs and model home display areas
- Gas and electric transmission lines in accordance with Section 185.08 of the Lathrop Zoning Code, electrical transmission and distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks
- Rest homes and nursing homes; boarding or rooming houses
- A "large family day care home" as defined by the State Health and Safety Code for seven (7) to twelve (12) children, inclusive, including children who reside at the home.
- Mobilehomes on permanent foundations designed in accordance with the standards of Section 183.05 of the Lathrop Zoning Code
- Home occupations in accordance with the provisions of Section 183.01 of the Lathrop Zoning Code
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(4) Conditionally Permitted Uses - Planning Commission Approval Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following conditional uses may be permitted in accordance with the provisions of Chapter VI: Implementation of this Specific Plan.

- Public and quasi-public uses of an educational or religious type, including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools, private non-profit schools and colleges; churches, parsonages and other religious institutions
- Public and private charitable institutions, hospitals, sanitariums, rest homes, and nursing homes, including a state authorized, certified or licensed family care home, foster home or group home serving seven (7) or more mentally disordered or otherwise handicapped persons, including rehabilitation homes for the alcohol and/or chemically dependent, or dependent and neglected children, where such homes provide care on a 24-hour basis
- Public uses of an administrative, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations and other public buildings, structures and facilities; public playgrounds, parks and community centers
- Mobilehome parks, in accordance with the provisions of Section 183.03 of the Lathrop Zoning Code
- Modest expansion or remodeling of an existing non-conforming use of a structure or land, limited to 25% or less of the assessed value of existing structures, or reestablishment of a non-conforming use which has been damaged, except non-conforming signs and outdoor advertising structures, non-conforming use occupying a structure with an assessed valuation of less than \$200, and non-conforming fences, walls and hedges

- Expansion, remodeling, or additions to a conditional use that are not considered an incidental or accessory use as defined in Section 184.08 of the Lathrop Zoning Code
- A state authorized licensed day care center for thirteen (13) or more children
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(5) Development Standards for the RM-MV Zoning District

(a) Fences, Walls and Hedges:

- In front yards, side yard fences between the front property line and the facade of the dwelling unit shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fence shall not exceed six (6) feet in height.
- Front yard fences shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fence shall not exceed six (6) feet in height.
- On corner lots, side yard fences shall be located no closer than ten (10) feet from the property line.
- All rear yard fences shall be located on the rear property line with only one fence located on the property line.
- On corner lots, in no event shall a fence or other screening device over three (3) feet in height be located within the triangular area formed by the intersection of the two corner property lines from a distance of twenty-five (25) feet.
- Soundwalls: where residential developments abut arterial or major collector streets (Golden Valley Parkway, Gold Rush Boulevard, Califia Road) and acoustical screening is required, a combination of landscaped berms and walls shall be constructed such that the soundwalls are no more than 50 percent of the total height of the screening.

(b) Site Area: The minimum site area shall be 6,000 square feet for multi-family dwelling units and 2 or more single family dwelling units on the same site, 5,000 square feet for 1 single family dwelling unit on a single site. The minimum site area for a mobilehome park shall be five (5) net acres. The minimum site area for single family dwelling units may be reduced under the provisions of a PUD permit, as described in Chapter VI: Implementation of this Specific Plan.

(c) Frontage, Width and Depth of Site:

- Each site, other than for a mobilehome in a mobilehome park, shall have not less than fifty (50) feet of frontage on a public street, except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty (40) feet provided the width of the site, as measured along the front yard setback line, is at least sixty (60) feet. Sites which include single family dwelling units may have reduced frontages as permitted under PUD regulations described in Chapter VI: Implementation of this Specific Plan.
- The minimum width of each site, other than for a mobilehome in a mobilehome park, shall be fifty (50) feet.
- The minimum depth of each site, other than for a mobilehome in a mobilehome park, shall be eighty (80) feet.

- (d) *Coverage:* The maximum site area covered by all structures shall be fifty (50) percent when the minimum lot size is 6,000 square feet, sixty (60) percent when a 5,000 square feet or smaller lot sizes are permitted under the PUD regulations described in Chapter VI: Implementation of this Specific Plan.
- (e) *Yard Requirements:*
- *Front Yard:* The minimum front yard shall vary from ten (10) to twenty (20) feet, chosen from one of five options shown in Figure V-3. No one option chosen may be utilized for more than forty (40) percent of the lots on any blockface. All front yard setbacks shall be reviewed and approved under the provisions for Neighborhood Design Review as described in Chapter VI: Implementation of this Specific Plan.
 - *Rear Yard:* The minimum rear yard shall be ten (10) feet for single story single family detached units and multi-family structures, including apartments. Accessory and garden structures less than seven (7) feet in height may be located within any portion of a required rear yard. Where construction involves more than one story, including decks, balconies, garden structures, and other related platforms with a floor level over five (5) feet in height, the rear yard for the additional story shall be increased by ten (10) feet for each additional story for single family detached units, five (5) feet for multi-family units including apartments. Accessory structures less than seven (7) feet in height may be located in any portion of a required rear yard, provided that any mechanical equipment shall be located a minimum of five (5) feet from a rear property line adjoining an interior lot that contains a residential use.
 - *Side Yards:* The minimum side yard shall be five (5) feet, subject to the following conditions and exceptions:
 - (i) Accessory and garden structures under seven (7) feet in height may be located in any portion of a required side yard, subject to approval under the provisions of zoning ordinance, except in the street side yard of a corner lot, and provided that any mechanical equipment shall be located a minimum of five (5) feet from a side property line adjoining an interior lot that contains a residential use.
 - (ii) For adjoining lots with two story dwelling units, the minimum side yard is only permissible if the building facade of one of the dwelling units exhibits at least a two (2) foot building setback from the full extent of the first or second story.
 - (iii) For corner lots, the street side yard shall not be less than ten (10) feet from the property line.
- (f) *Distances between Structures:* The minimum distance between a one-family or multi-family residence and another building shall be ten (10) feet.
- (g) *Building Height:* No building or structure shall have a height greater than thirty-five (35) feet except as may be required for certain conditional uses.
- (h) *Signs:* No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 183 of the Lathrop Zoning Code.
- (i) *Off-Street Parking and Off-Street Loading:* Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 182 of the Lathrop Zoning Code.
- (j) *Urban Design Concept - Neighborhood Design Review Consistency.* All permitted or conditionally permitted uses shall comply with the UDC and NDR approvals for the area.

LEGEND

- R-MV

R-ST

ONE FAMILY RESIDENTIAL
- RM-3-MV

MULTI-FAMILY RESIDENTIAL

3,000 SQ. FT. MIN. PER D.U.
- R-REC-ST

RECREATION RESIDENTIAL
- RX-MV

RECREATION-ORIENTED HOUSING
- MU-ST

MIXED USE
- C-REC-ST

COMMERCIAL RECREATION
- CR-ST

REGIONAL COMMERCIAL

- CV-MV

VILLAGE COMMERCIAL
- CW-MV

WATERFRONT COMMERCIAL
- CS-MV

SERVICE COMMERCIAL
- CH-MV

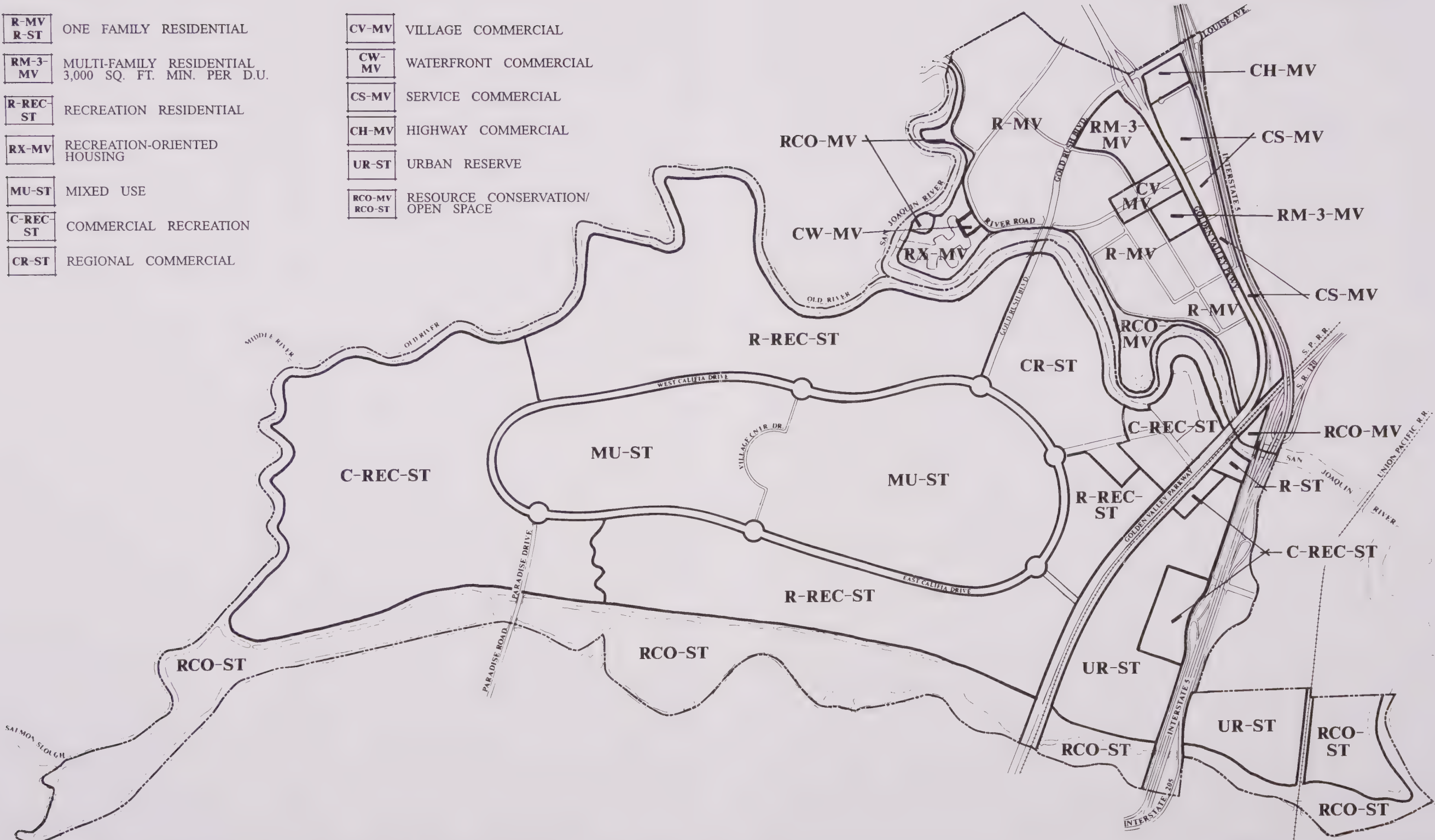
HIGHWAY COMMERCIAL
- UR-ST

URBAN RESERVE
- RCO-MV

RCO-ST

RESOURCE CONSERVATION/ OPEN SPACE

ZONING



STEWART TRACT/MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

5. Resource Conservation and Open Space (RCO)

This district will be the same as the prevailing RCO district (Chapter 173 of City Code) except that uses listed in Section 173.04 (Conditional Uses) shall be permitted uses herein subject to securing site plan approval.

G. Stewart Tract Design Guidelines and Development Standards

The types of land uses that will be developed on Stewart Tract will be exceedingly varied. Nonetheless, there are several overriding objectives that are to be achieved to transform the two-dimensional plan concept presented herein into a viable community. First, the area's visitor-serving activities and residential neighborhoods should be integrated sensitively such that they may coexist harmoniously. Stewart Tract should be thoughtfully designed to act as a good neighbor to Mossdale Village. Also, uses within Stewart Tract should receive architectural and landscape treatment that render them compatible with each other.

Given the exotic nature of the many planned uses, imaginative interpretation of the past, present and future should be an objective in all design features within the theme parks and other special attractions. It is the intent of this plan to allow for design solutions for buildings and places in Stewart Tract to be extraordinary and memorable. Within the confines of the preceding objective regarding compatibility and the prevailing building and safety codes, maximum creativity in design and construction is encouraged.

The third objective is to create animated edge conditions where various land use activities abut publicly accessible rights-of-way including roads, waterways, pedestrian walkways/trails, levees, parks or open space (see Sections ST E1, ST E2, ST E3 and ST E4). At this interface, there are many opportunities to enliven public thoroughfares, making a journey through or to Stewart Tract special. These public byways are places where amenities are to be offered, whether it is a glamorized entry or an abundant landscape planting.

1. Design Review Board

There is a clear commitment to design quality throughout Stewart Tract. To ensure that this standard prevails over the lifetime of the project, a Design Review Board (DRB) is planned for Stewart Tract. DRB members would include a City representative, qualified design professionals and representatives of the master developer, Califia Development Company. The DRB would be responsible for preliminary review and approval of all Urban Design Concept proposals within Stewart Tract prior to their submittal to the City, to ensure their consistency with the Specific Plan concept in vision and quality. Following initial review of an Urban Design Concept proposal by the DRB, the proposal will be submitted to the City for Urban Design Concept review as outlined in Chapter VI: Implementation of this Specific Plan.

Following approval of the Urban Design Concept by the City, the DRB will be responsible for the review of all development proposals within the area of Stewart Tract that is the subject of the approved Urban Design Concept prior to their administrative review and approval by the City as outlined in the Chapter VI: Implementation of this Specific Plan. The DRB will ensure

that the development proposals are consistent with the Specific Plan and the applicable Urban Design Concept.

The following zoning districts are established in this Specific Plan for use on the Stewart Tract to guide the City and the Design Review Board in its review of Urban Design Concept proposals. Each of the districts will include reference to the Stewart Tract combining zone by the addition of the initials S.T. (Stewart Tract) to the end of each district designation. It is anticipated that the Design Review Board will amplify the development standards listed in the districts. See Figure V-2: Stewart Tract Zoning.

2. Commercial Zoning Districts on the Stewart Tract

a. Commercial Recreation Zoning District (C-REC-ST)

The C-REC zoning district will encompass a variety of commercial uses that will include resort, theme park, specialty lodging, typical highway oriented uses and recreational related uses. Such a variety of uses will need special attention as to their design to ensure proper integration and compatibility. As a result, more discretion will be given to the designers and architects of these developments through the Urban Design Concept review process and through the Design Review Board (DRB).

The Urban Design Concept review shall establish a precise mix of uses in accordance with the following general categories:

(1) Permitted Uses - The following uses shall be permitted in areas covered by an Urban Design Concept.

- Theme parks and wildlife parks, including Gold Rush City, family entertainment centers, special events and exhibition facilities
- Hotels, motels, resort hotels, chalets and related lodging establishments
- Highway-oriented retail uses, including restaurant, fast food restaurants, small food markets and service stations
- Farmer's Market and related commercial and entertainment facilities
- Transit and commuter parking facilities
- Golf courses and other sport facilities
- Campgrounds, R.V. parks and similar uses
- Specialty retail and entertainment uses including the Retail Transit Center as defined by the Urban Design Concept
- Special events as defined by the Urban Design Concept
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Conditionally Permitted Uses - Planning Commission Approval Required - The following uses shall be permitted in areas covered by an Urban Design Concept.

- Marinas and related uses

- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(3) Development Standards:

Specific development standards for the Commercial Recreation (C-REC) District shall be established as part of the Urban Design Concept review by utilizing the following design guidelines:

- By utilizing a creative approach to landscaping and screening, parking areas shall not become the predominant feature of the streetscape, especially as it relates to adjacent open spaces and arterial streets.
- Landscaping and Irrigation standards and specifications shall generally follow those required by Chapter 193 of the Lathrop Zoning Code and maybe modified by the required UDC review by City staff, prior to issuance of development or building permits.
- Building setbacks shall be varied in accordance with corresponding building heights, uses and proposed shop front and street activity. Higher structures may require a larger front yard setback for example.
- Signage and minimum parking requirements (such as type and number of parking stalls) shall generally follow Section 183.04(J) and Chapter 182 respectively of the Zoning Code and may be modified by the required Urban Design Concept review by City staff, prior to issuance of development or building permits.

b. Mixed Use Zoning District (MX-ST)

The MX-ST zoning district will encompass a variety of commercial uses that will include resorts, theme parks, specialty lodging, recreational related uses as well as a range of residential development. Such a variety of uses will need special attention as to their design to ensure proper integration and compatibility. As a result, more discretion will be given to the designers and architects of these developments through the Urban Design Concept review process and through the Design Review Board (DRB).

The Urban Design Concept review shall establish a precise mix of uses in accordance with the following general categories:

(1) Permitted Uses - The following uses shall be permitted in areas covered by an Urban Design Concept.

- Theme parks and wildlife parks, including Gold Rush City, family entertainment centers, special events and exhibition facilities
- Hotels, motels, resort hotels, chalets and related lodging establishments
- Highway-oriented retail uses, including restaurant, fast food restaurants, cafes, small food markets and service stations
- Retail shops and related uses
- Transit and commuter parking facilities
- Golf courses and other sports facilities

- Campgrounds, R.V. parks and similar uses
- Public uses and places of assembly and entertainment, such as theaters, a library, cultural center and amphitheater
- Passive activity uses such as art galleries and studios, antique shops, arts and crafts centers and related uses
- Specialty retail and entertainment uses including the Retail Transit Center as defined by the Urban Design Concept
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Development Standards:

Specific development standards for the Mixed Use District shall be established as part of the Urban Design Concept review by utilizing the following design criteria:

- By utilizing a creative approach to landscaping and screening, parking areas shall not become the predominant feature of the streetscape, especially as it relates to adjacent open spaces and arterial streets.
- Landscaping and Irrigation standards and specifications shall generally follow those required by Chapter 193 of the Lathrop Zoning Code and maybe modified by the required UDC review by City staff, prior to issuance of development or building permits.
- Building setbacks shall be varied in accordance with corresponding building heights, uses and proposed shop front and street activity. Higher structures may require a larger front yard setback for example.
- Signage and minimum parking requirements (such as type and number of parking stalls) shall generally follow Section 183.04(J) and Chapter 182 respectively of the Zoning Code and may be modified by the required Urban Design Concept review by City staff, prior to issuance of development or building permits.

In keeping with the pedestrian/transit orientation of the village center, this area will be designed to meet the various design requirements that this type of development demands. As a result, the following design policies will be followed and amplified by Design Guidelines to be developed and enforced by the Design Review Board (DRB):

- Pedestrian circulation of the village center environment is a priority and a strong emphasis on access to the central spine shall be maintained.
- Buildings will be sited such that they frame the space in which they are sited, while maintaining a strong visual and pedestrian interface with surrounding uses.
- Retail and service related uses shall maintain a pedestrian friendly design by utilizing wide sidewalks for use by pedestrians and for window-shopping, cafe table-use and the like.

c. Regional Commercial Zoning District (CR-ST)

The CR-ST zoning district will be utilized for primarily large scale retail uses that draw from a large regional market area. This district will allow uses that are similar to those located in other planning areas of the City. However, a higher degree of flexibility in the development

regulations and guidelines for design of the uses will accommodate the unique nature of the development of the Stewart Tract.

The Urban Design Concept review shall establish a precise mix of uses in accordance with the following general categories:

(1) *Permitted Uses - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.*

- Large planned retail oriented uses, including regional shopping/entertainment centers
- Business parks
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(2) *Development Standards:*

Specific development standards for the Village Center shall be established as part of the Urban Design Concept review by utilizing the following design guidelines:

- By utilizing a creative approach to landscaping and screening, parking areas shall not become the predominant feature of the streetscape, especially as it relates to adjacent open spaces and arterial streets.
- Landscaping and Irrigation standards and specifications shall follow those required by Chapter 193 of the Lathrop Zoning Code.
- Building setbacks shall be varied in accordance with corresponding building heights, uses and proposed shop front and street activity. Higher structures may require a larger front yard setback for example.
- Signage and minimum parking requirements (such as type and number of parking stalls) shall generally follow Section 183.04(J) and Chapter 182 of the Zoning Code and may be modified by the required Urban Design Concept review by City staff, prior to issuance of development or building permits.

3. Residential Zoning Districts on the Stewart Tract

As discussed in previous sections of the West Lathrop Specific Plan, housing on the Stewart Tract will be of a unique nature, oriented to the numerous recreational opportunities on the island and complementing housing that exists or is planned for other parts of the City. As a result, development regulations for the Stewart Tract will contain only those standards necessary to achieve these goals, while maintaining a great deal of flexibility in design and construction. The regulations are less focused and detailed than those for Mossdale Village.

a. Recreation Residential Zoning District (R-REC-ST)

(1) *Permitted Uses with Building Permit Review - The following uses shall be permitted in areas covered by an Urban Design Concept.*

- One-family dwelling
- A small family day care home, a substance abuse recovery facility or a State-authorized, certified or licensed family care home, foster home or group home serving six (6) or fewer children, mentally disordered or otherwise handicapped persons, or dependent and neglected children
- Fenced or enclosed swimming pools for either individual, family or communal use on an exclusive non-commercial basis, provided that no swimming pool shall be located within a utility easement or a front yard
- Incidental and accessory structures and uses located on the same site with a permitted use
- Retail shops and related uses
- Dining establishments, including restaurants and cafes
- Public uses and places of assembly and entertainment, such as theaters, a library, cultural center and amphitheater
- Passive activity uses such as art galleries and studios, antique shops, arts and crafts centers and related uses
- Other compatible uses which are added to this list according to the procedures in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Permitted Uses: Administrative Approval Required - The following uses shall be permitted in areas covered by an Urban Design Concept.

- Duplexes
- Enclosed temporary construction materials storage yards required in connection with the development of a subdivision, and temporary subdivision sales offices and signs and model home display areas
- Gas and electric transmission lines in accordance with Section 185.08 of the Lathrop Zoning Code, electrical distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks
- Rest homes and nursing homes; boarding or rooming houses
- A "large family day care home" as defined by the State Health and Safety Code for seven (7) to twelve (12) children, inclusive, including children who reside at the home
- Mobilehomes on permanent foundations designed in accordance with the standards of Section 183.05 of the Lathrop Zoning Code
- Home occupations in accordance with Section 183.01 of the Lathrop Zoning Code.
- Other compatible uses which are added to this list according to the procedures in Section 184.01 of the Lathrop Zoning Ordinance.

(3) Permitted Uses: Site Plan Review Required - The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

- Two or more single family dwellings proposed for the same site,
- Multi-family dwellings or apartments other than duplexes.
- Other compatible uses which are added to this list according to the procedures in Section 184.01 of the Lathrop Zoning Ordinance.

(4) Conditional Uses With Approval of Conditional Use Permit - The following uses shall be permitted in areas covered by an Urban Design Concept.

- Public and quasi-public uses of an educational or religious type including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools; private non-profit schools and colleges; churches; parsonages and other religious institutions
- Public and private charitable institutions, hospitals, sanitariums, rest homes, and nursing homes, including a state authorized, certified or licensed family care home, foster home or group home serving seven (7) or more mentally disordered or otherwise handicapped persons, including rehabilitation homes for the alcohol and/or chemically dependent, or dependent and neglected children, where such homes provide care on a 24-hour basis
- Public uses of an administrative, recreational, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations and other public buildings, structures and facilities; public playgrounds, parks and community centers
- Modest expansion of remodeling of an existing non-conforming use of a structure or land, limited to twenty-five (25) percent or less of the assessed value of existing structures, or reestablishment of a non-conforming use which has been damaged, except non-conforming signs and outdoor advertising structures, non-conforming uses occupying a structure with an assessed valuation of less than \$100, and non-conforming fences, walls and hedges
- Scattered commercial uses such as restaurants, cafes, neighborhood deli/markets and places of assembly that take advantage of the unique character of the residential areas while preserving the predominant residential character of the neighborhood
- Other compatible uses which are added to this list according to the procedures in Section 184.01 of the Lathrop Zoning Ordinance.

b. Development Standards for the R-REC-ST Zoning District

(1) Site Area and Frontage Requirements:

- a. Minimum site area for the R-REC-ST district shall be as follows:
 1. For dwellings requiring a building permit: 6,000 square feet.
 2. For dwellings requiring an Administrative Approval: 3,000 square feet per dwelling unit.
 3. For dwellings requiring a Site Plan Review: 1,500 square feet per dwelling unit.
- b. Minimum frontage of any lot in the R-REC-ST district shall be as follows:
 1. For dwellings requiring a building permit: sixty (60) feet.
 2. For dwellings requiring an Administrative Approval or Site Plan Review: fifty (50) feet.
- c. The minimum site area and frontage requirements may be reduced under Urban Design Concept Review and/or a PUD when significant open space is included to result in an overall density as follows:
 1. One (1) unit for every 6,000 square feet of site area for dwellings permitted by building permit.

2. One (1) unit for every 3,000 square feet of site area for dwellings permitted by Administrative Approval.
 3. One (1) unit for every 1,500 square feet of site area for dwellings permitted by Site Plan Review.
- (2) *Distances Between Structures:* The minimum distance between a residence and another structure shall be ten (10) feet.
- (3) *Yards Requirements and Coverage Standards:* Minimum depth, setbacks and coverage regulations shall be established during Urban Design Concept Review and by the Design Review Board (DRB). Not more than one dwelling shall be allowed on each site for dwellings requiring a building permit, except for second unit dwellings permitted by conditional use permit. Not more than two dwelling units shall be allowed on each site for dwellings requiring an administrative approval. For dwellings permitted by Site Plan Review, the number of units per site shall be determined by the Urban Design Concept Review and by the Design Review Board (DRB).
- (4) *Building Height:* No building or structure shall exceed thirty-five (35) feet in height except as required for certain conditional uses or by variance of the Planning Commission for dwellings or uses allowed by building permit or administrative approval. No building or structure shall exceed thirty-five (35) feet as required for certain conditional uses or by variance of the Planning Commission for dwellings or uses allowed by Site Plan Review.
- (5) *Signs and Off-Street Parking and Off-Street Loading:* All sign requirements and restrictions, other than those for special signs included in the City Code Section 183.04(B)(8), shall be established during the Urban Design Concept Review and by the Design Review Board (DRB). Off-street parking and loading standards shall be consistent with City Code Chapter 182, unless modified by Urban Design Concept Review and by the Design Review Board (DRB).
- (6) *Fences, Walls and Hedges:* All fences, walls and hedges and similar screening device requirements and restriction shall be established during the Urban Design Concept Review and by the Design Review Board (DRB).
- (7) *Urban Design Concept - Neighborhood Design Review Consistency.* All permitted or conditionally permitted uses shall comply with the UDC and NDR approvals for the areas.

c. Existing Residential (R-ST)

The existing single family residential area (9 acres) in Stewart Tract will continue to be permitted, in accordance with Zoning Ordinance, Chapter 176, one-family residential district.

4. Resource Conservation and Open Space Zoning District (RCO)

This district will be the same as the prevailing RCO district (Chapter 173 of City Code) except that uses listed in Section 173.04 (Conditional Uses) shall be permitted uses herein subject to securing site plan approval.

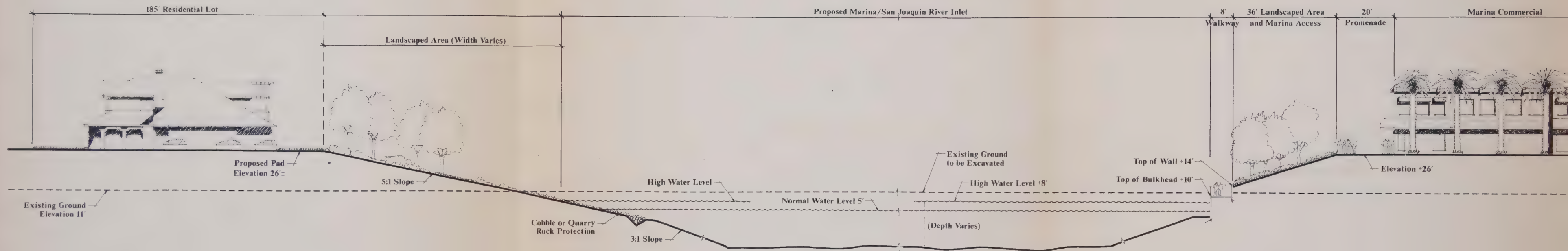
5. Urban Reserve Zoning District (UR)

This district will be the same as the prevailing UR district (Chapter 174 of the City Code).



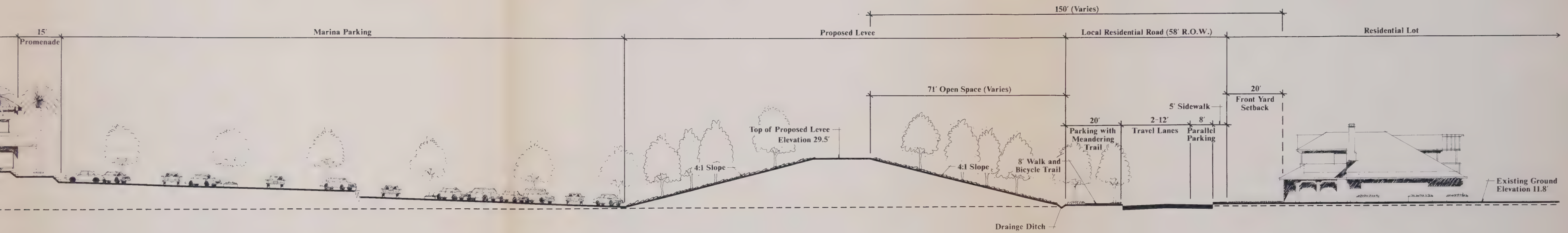
***MOSSDALE VILLAGE
DESIGN SECTIONS***





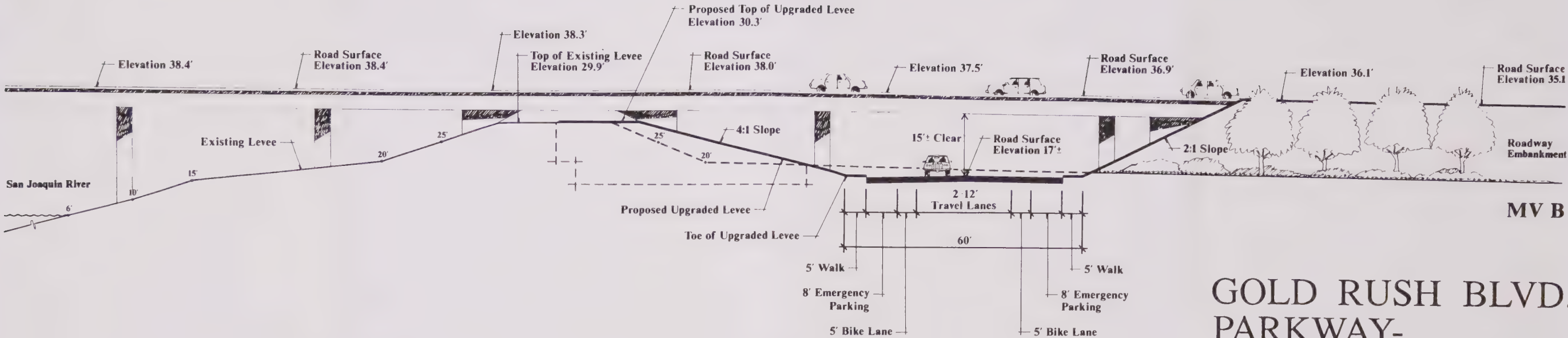
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WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

MARINA HOUSING AND LEVEE



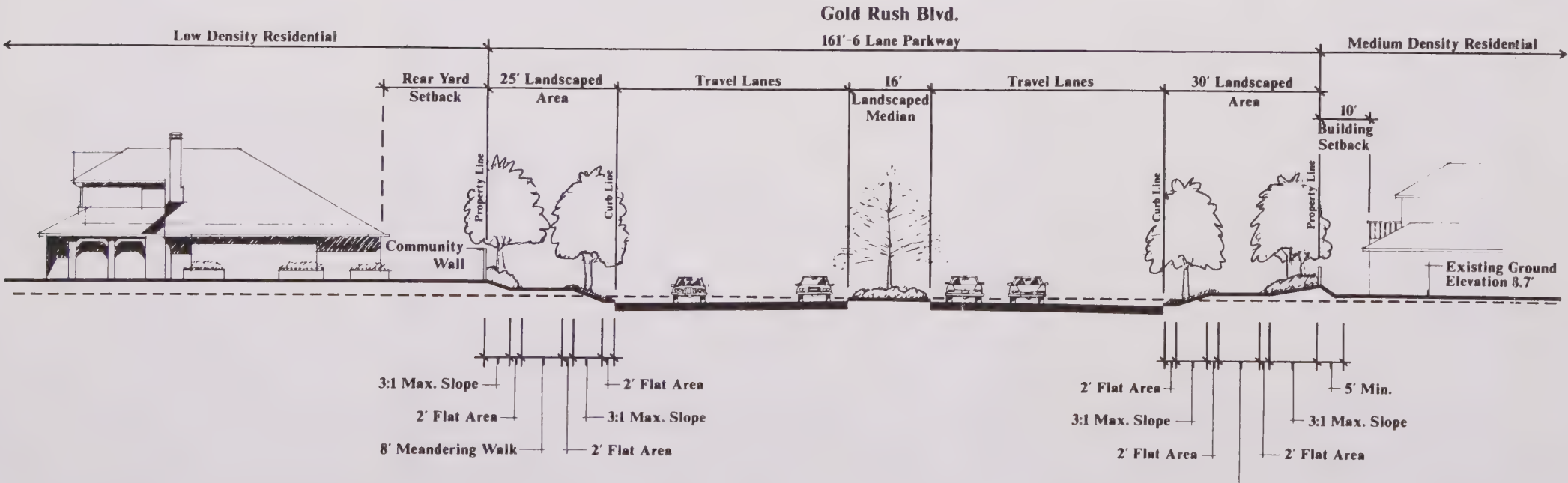
MV A

GOLD RUSH BLVD. RIVER CROSSING



MV B

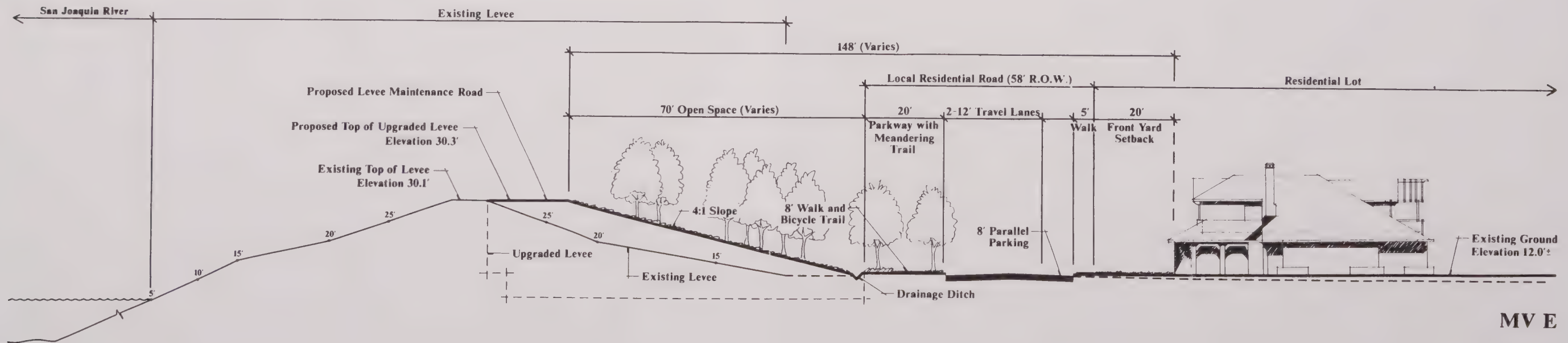
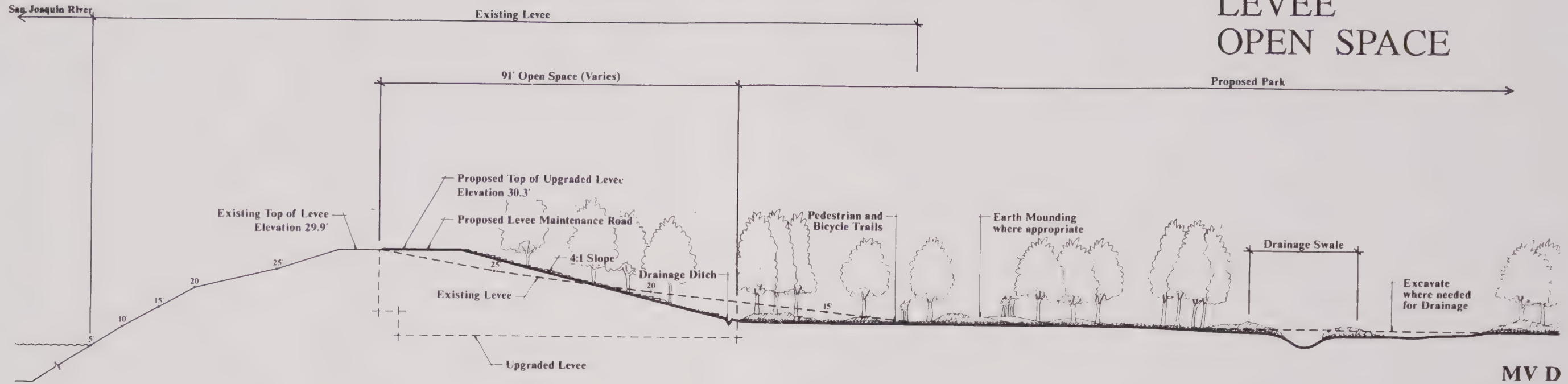
GOLD RUSH BLVD. PARKWAY- RESIDENTIAL EDGES



MV C

MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA








SAN JOAQUIN LEVEE OPEN SPACE

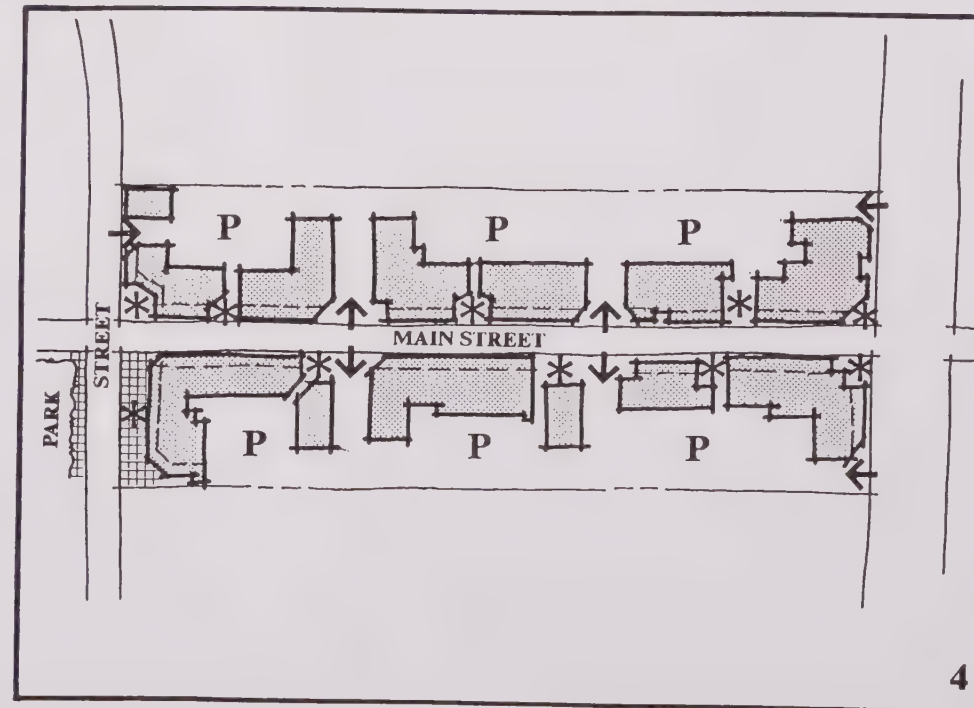
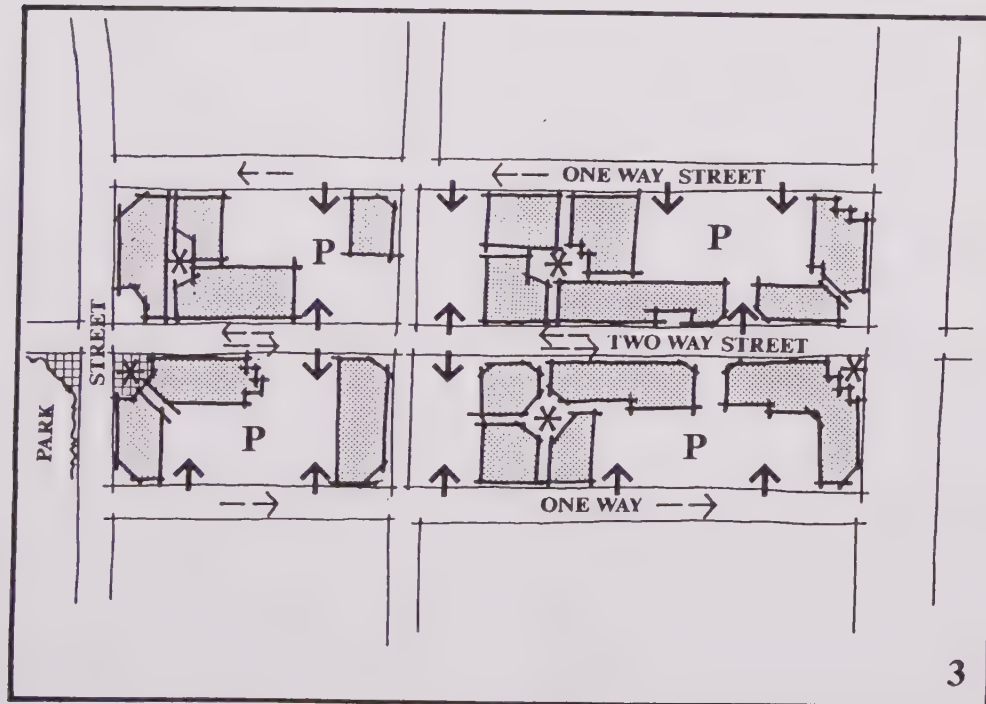
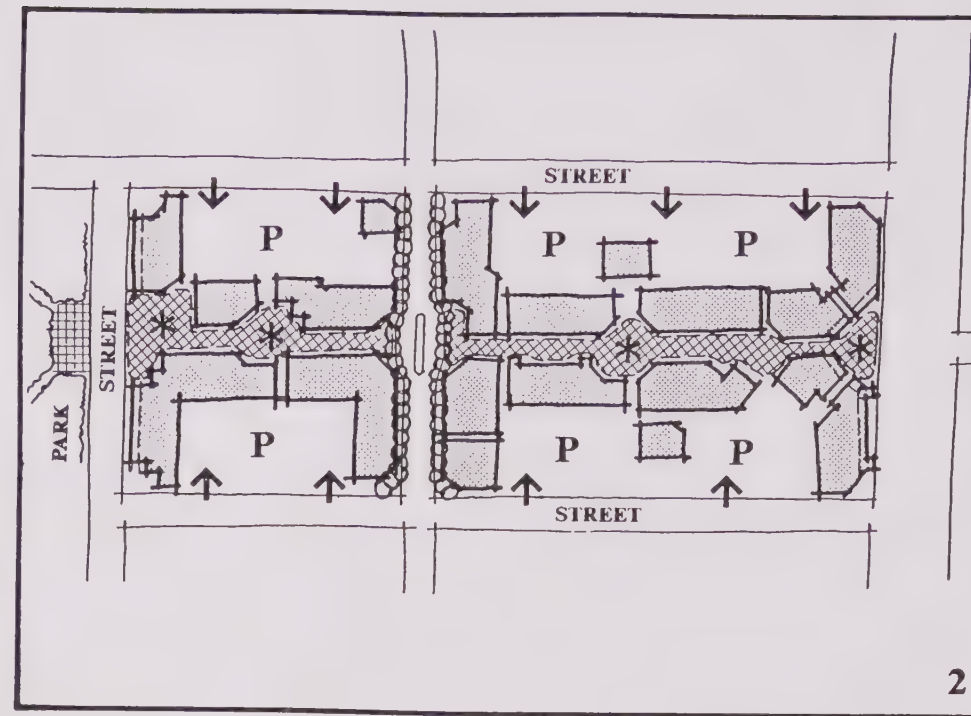
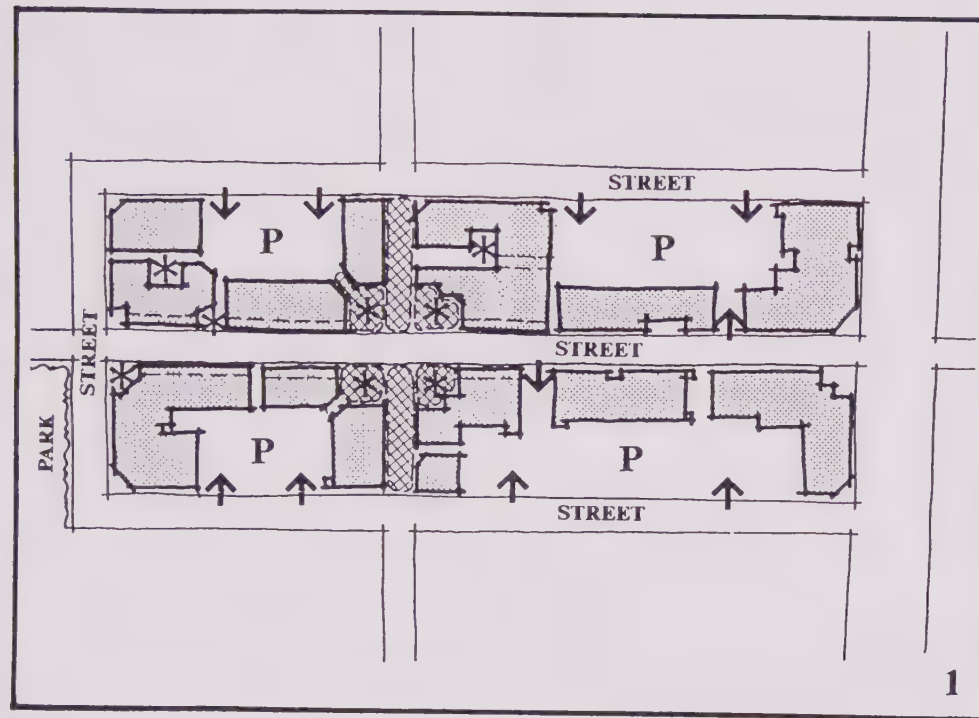


MOSSDALE VILLAGE WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

VILLAGE CENTER

LEGEND

-  RETAIL, COMMERCIAL, RESTAURANTS AND OFFICE
-  PEDESTRIAN ORIENTED STREET
-  PEDESTRIAN ALLEE/ PROMENADE
-  PEDESTRIAN PLAZA, COURTYARD
-  STREET ORIENTED ARCADE
-  AUTO ACCESS
-  PARKING



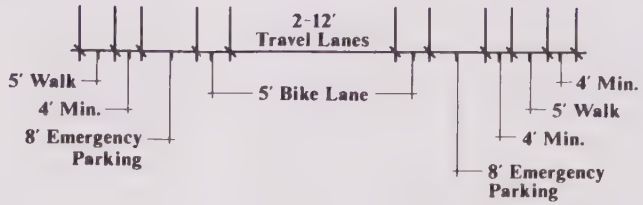
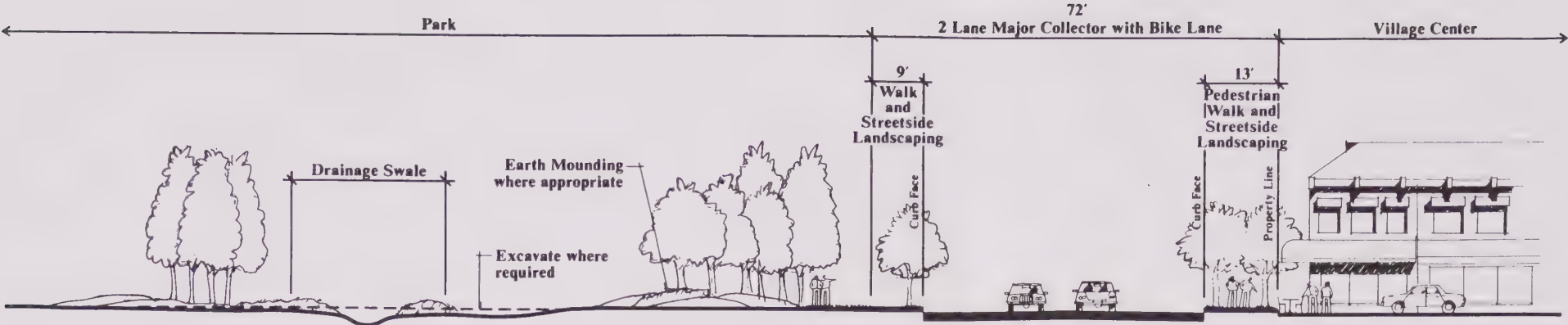
MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

MV F
FOR CONCEPTUAL PURPOSES ONLY



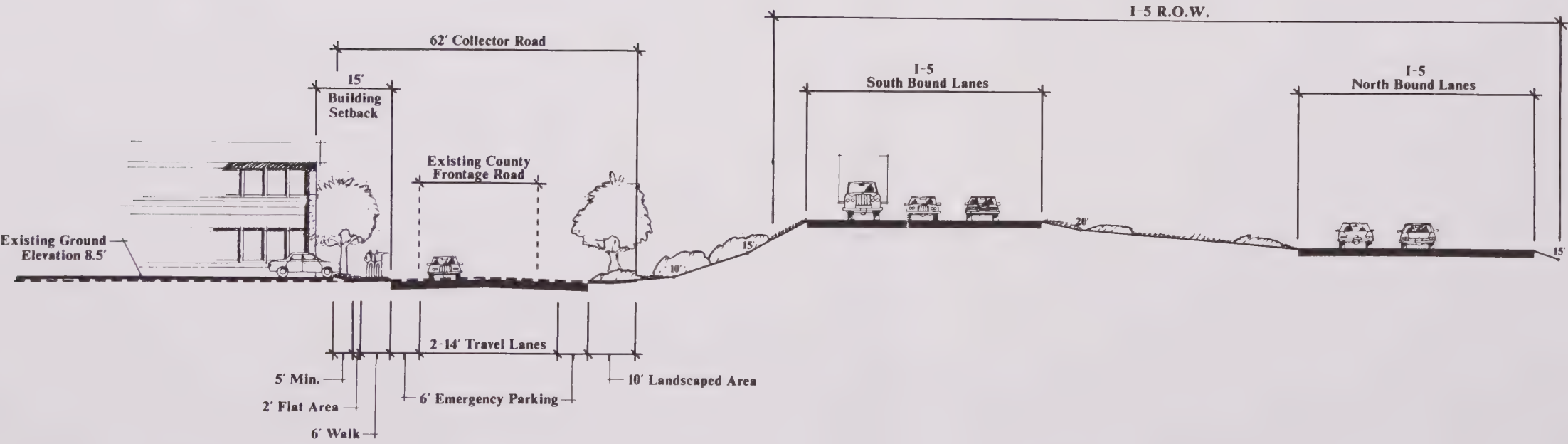
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NOT TO SCALE
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FEET
METERS
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VILLAGE CENTER
EDGE



MV G

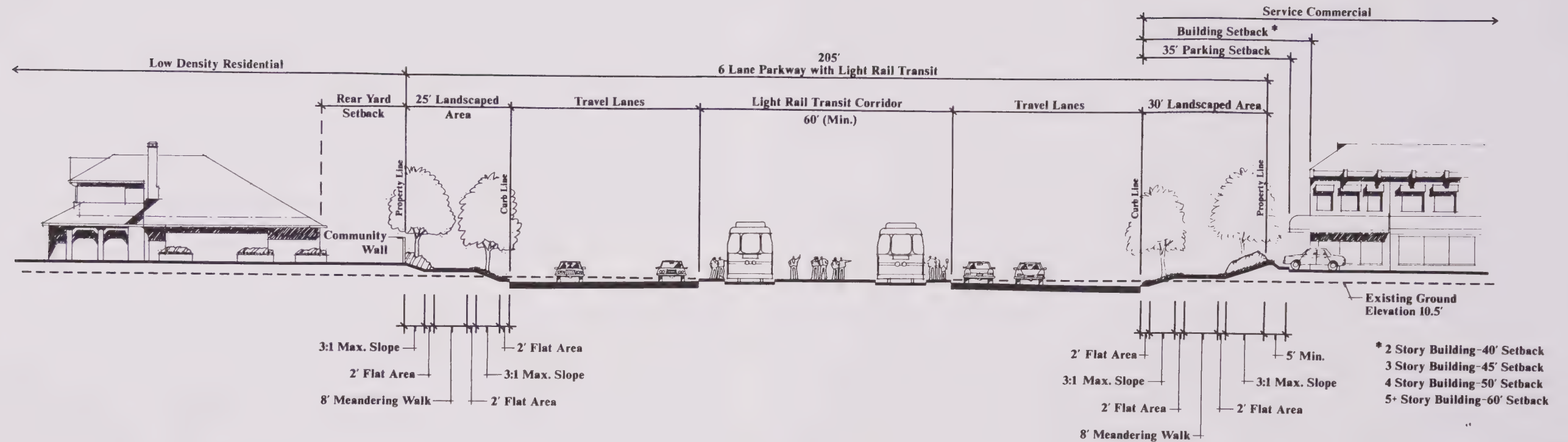
FREEWAY
FRONTAGE



MV H

MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

GOLDEN VALLEY PARKWAY- MIXED USE EDGES



MV I

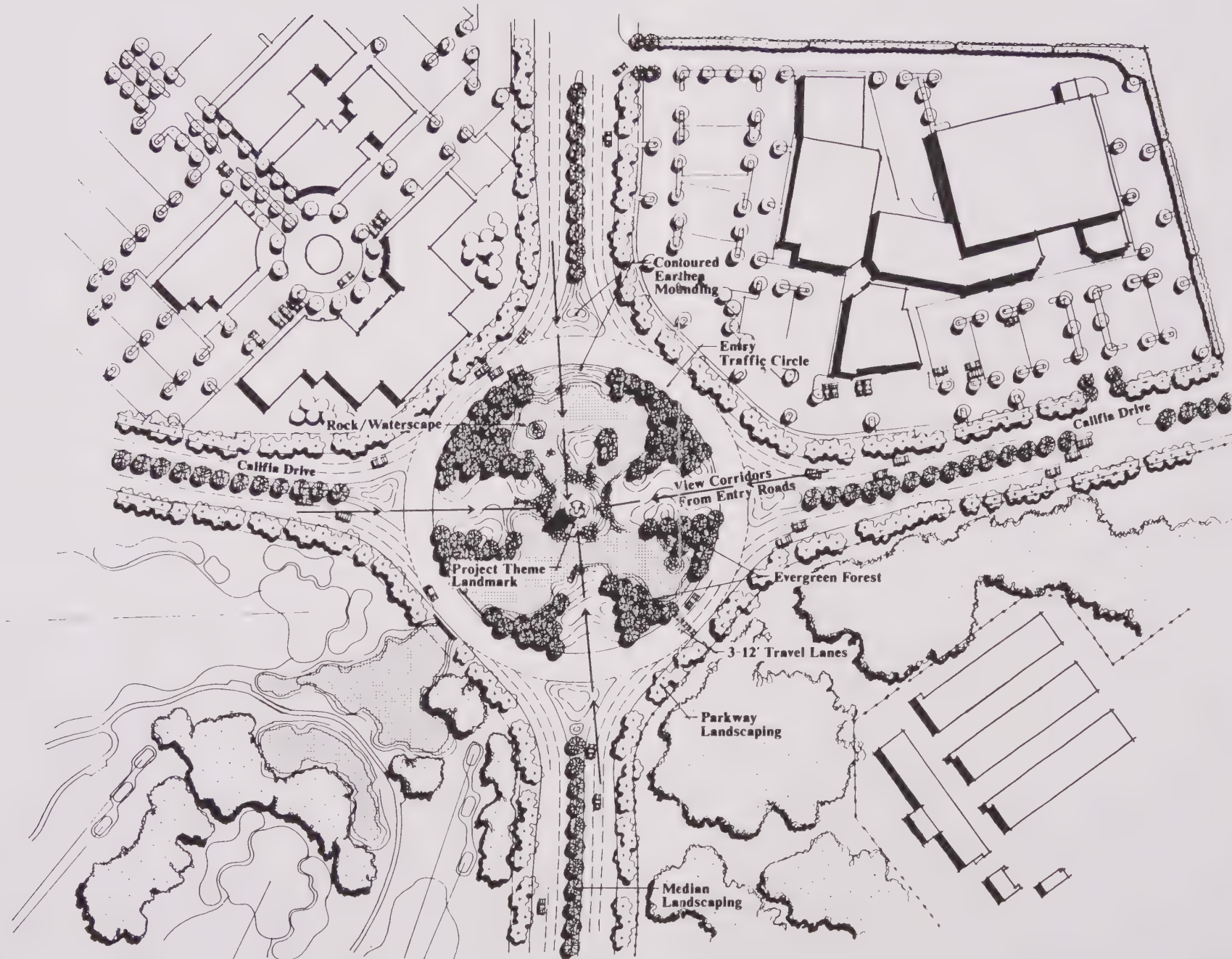
MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

SEPTEMBER 27, 1995
FOR CONCEPTUAL PURPOSES ONLY pbr

STEWART TRACT DESIGN SECTIONS



TYPICAL ROUNDAOBOUTS



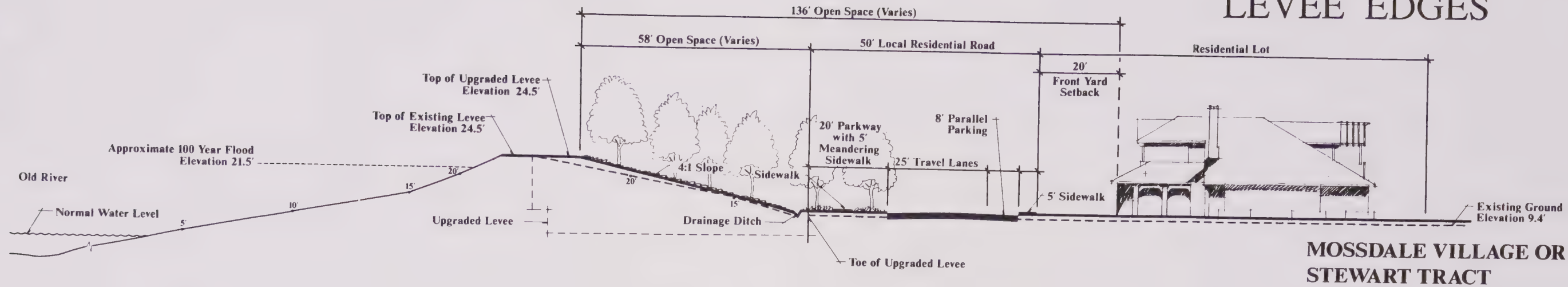
ST A

STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

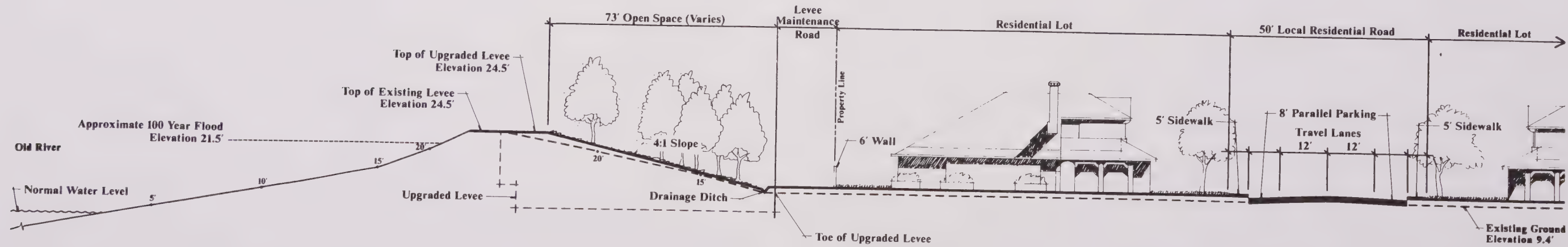
SEPTEMBER 27, 1995
FOR CONCEPTUAL PURPOSES ONLY

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HOUSING AT LEVEE EDGES



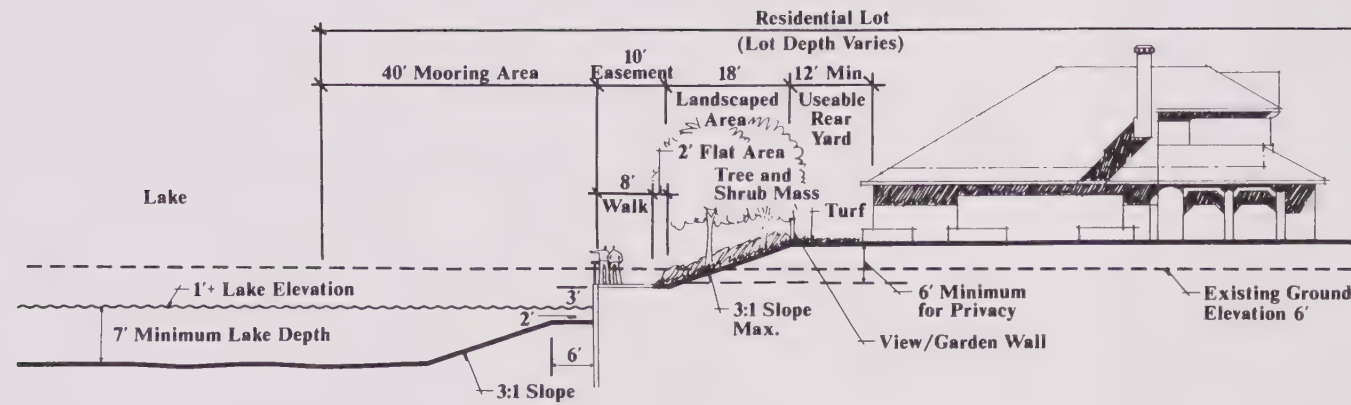
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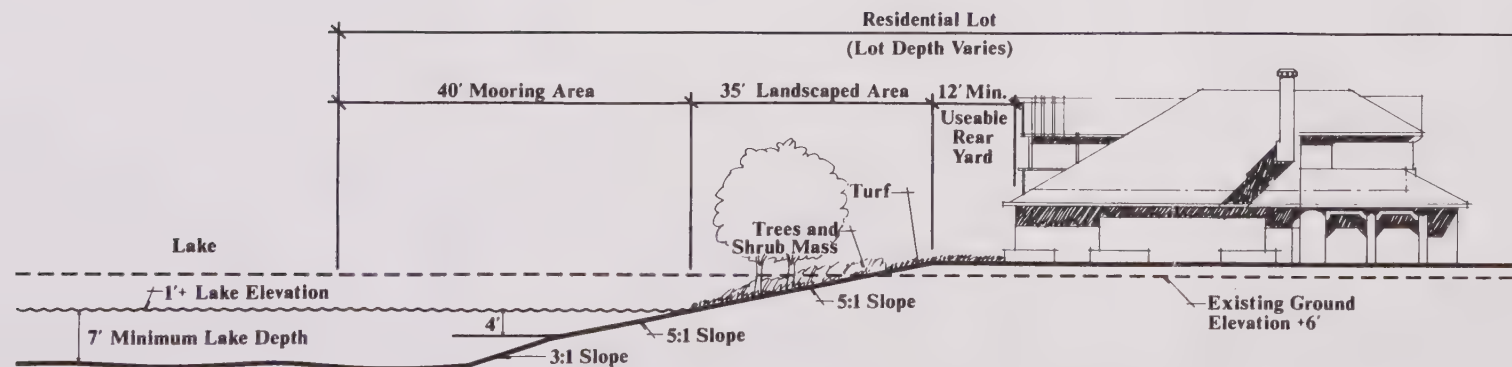
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STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

RESIDENTIAL LAKE EDGE



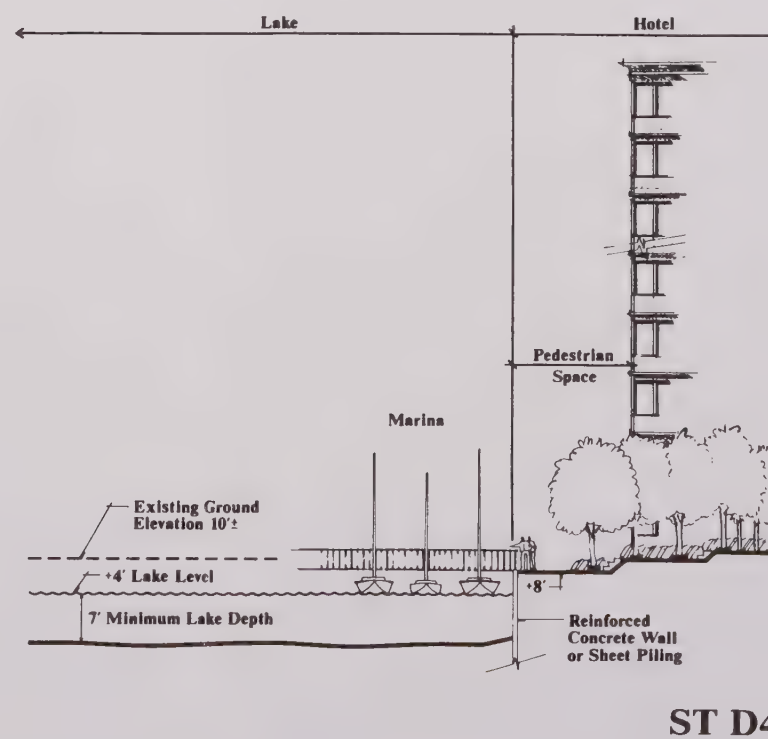
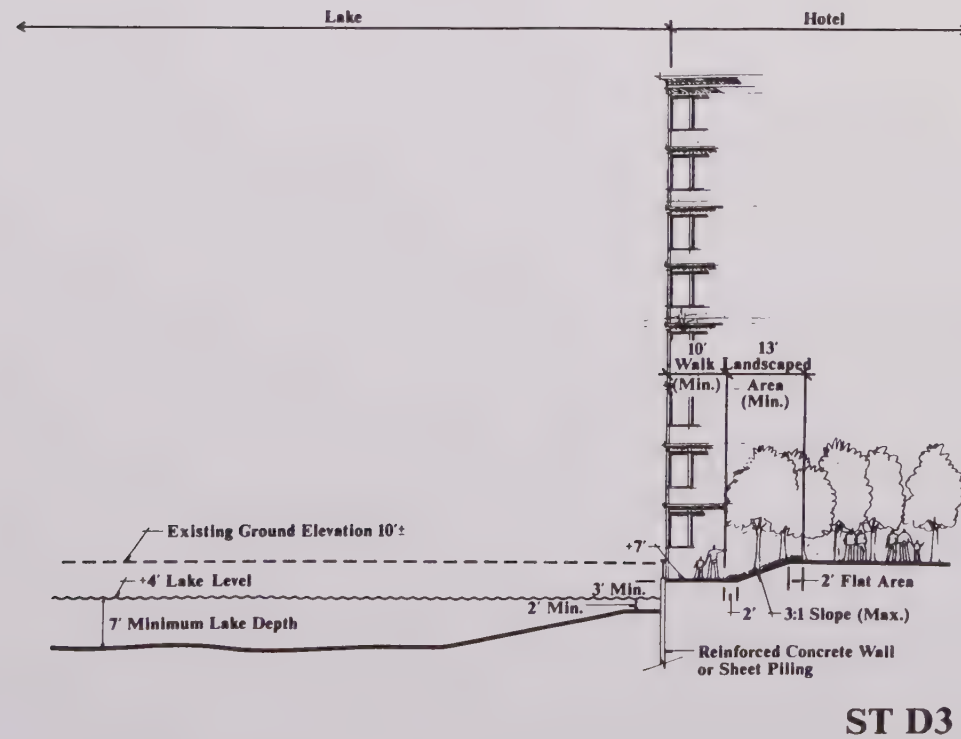
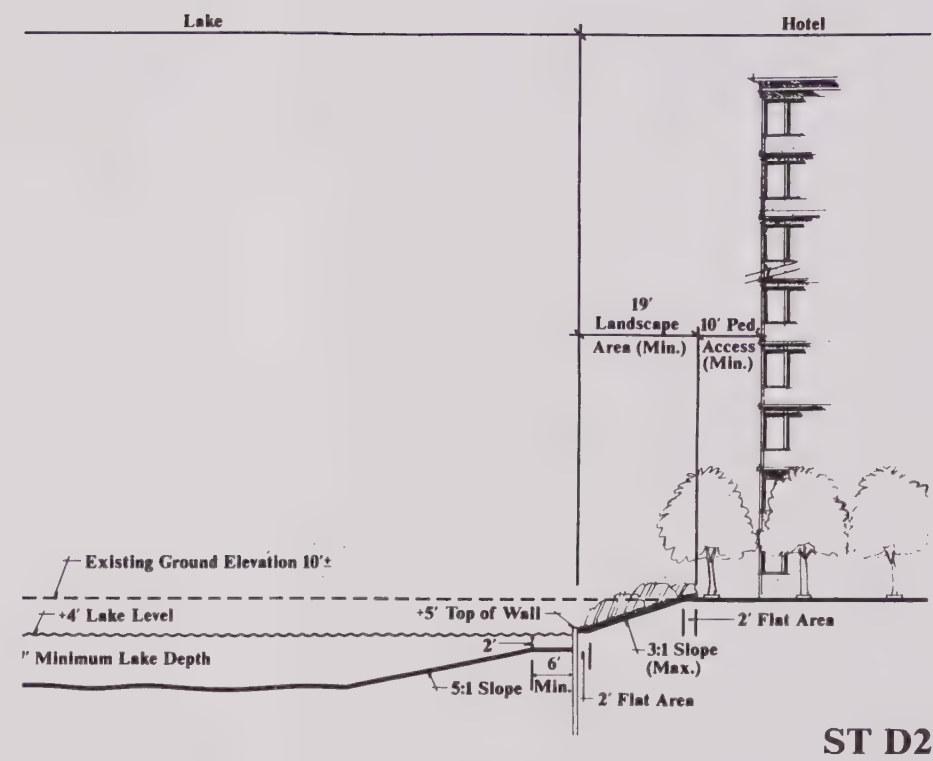
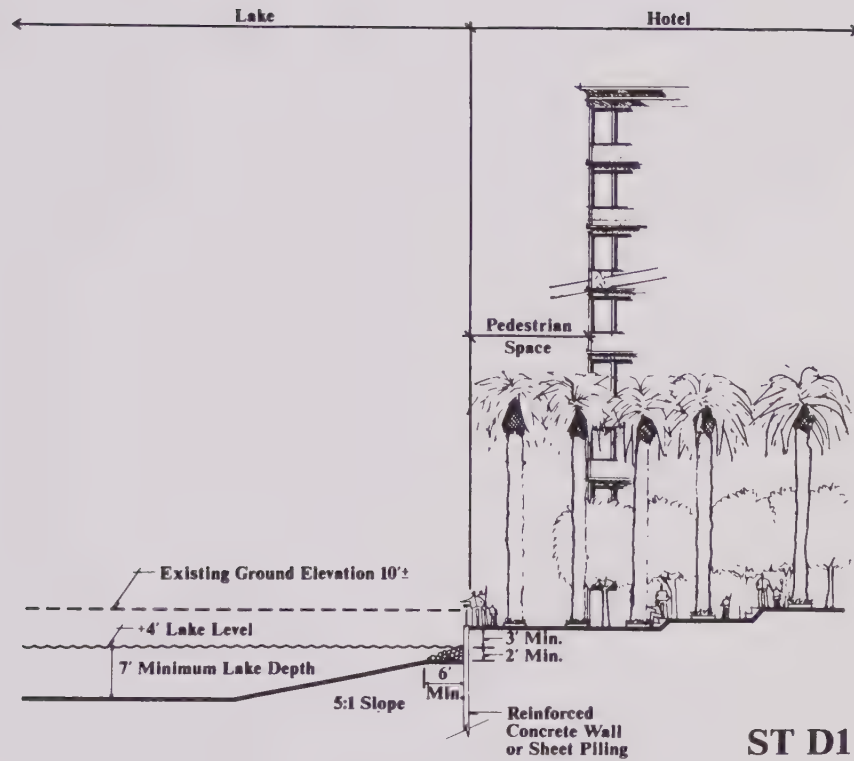
ST C1



ST C2

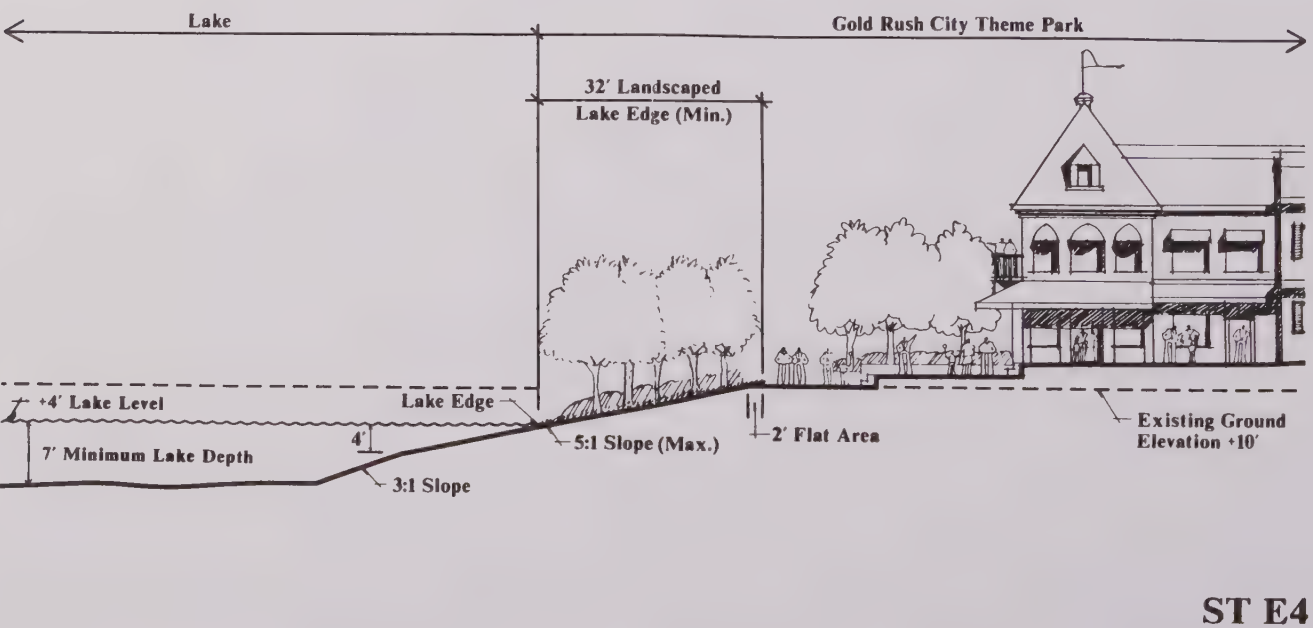
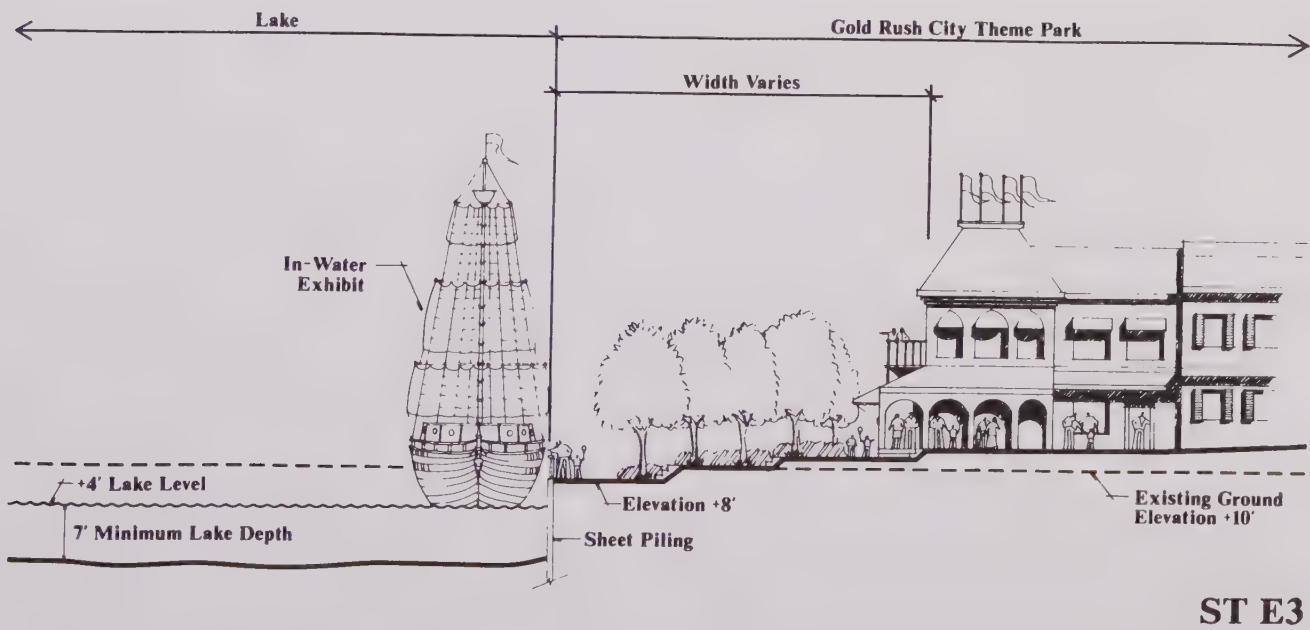
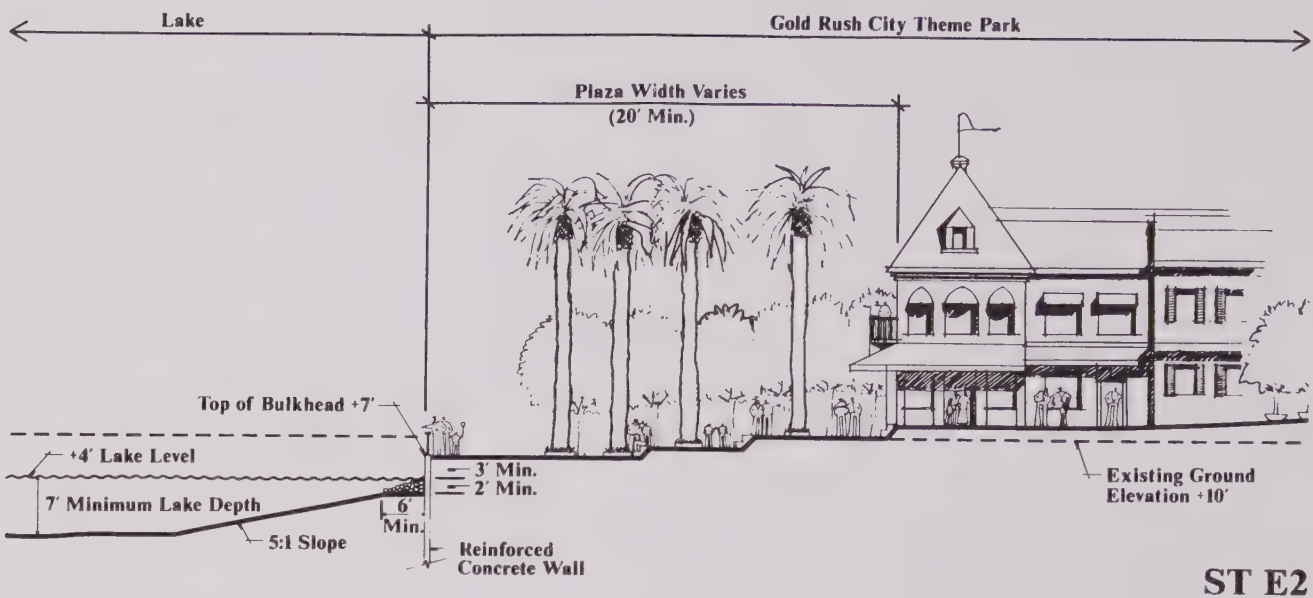
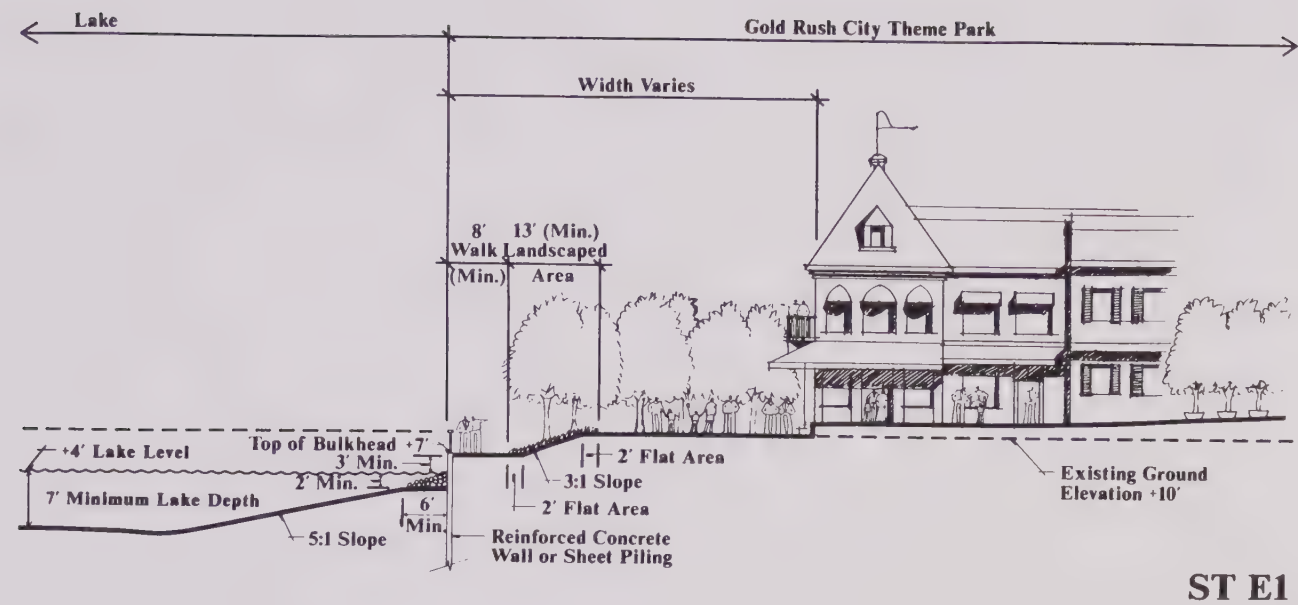
● STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

HOTEL/ APARTMENTS LAKE EDGE



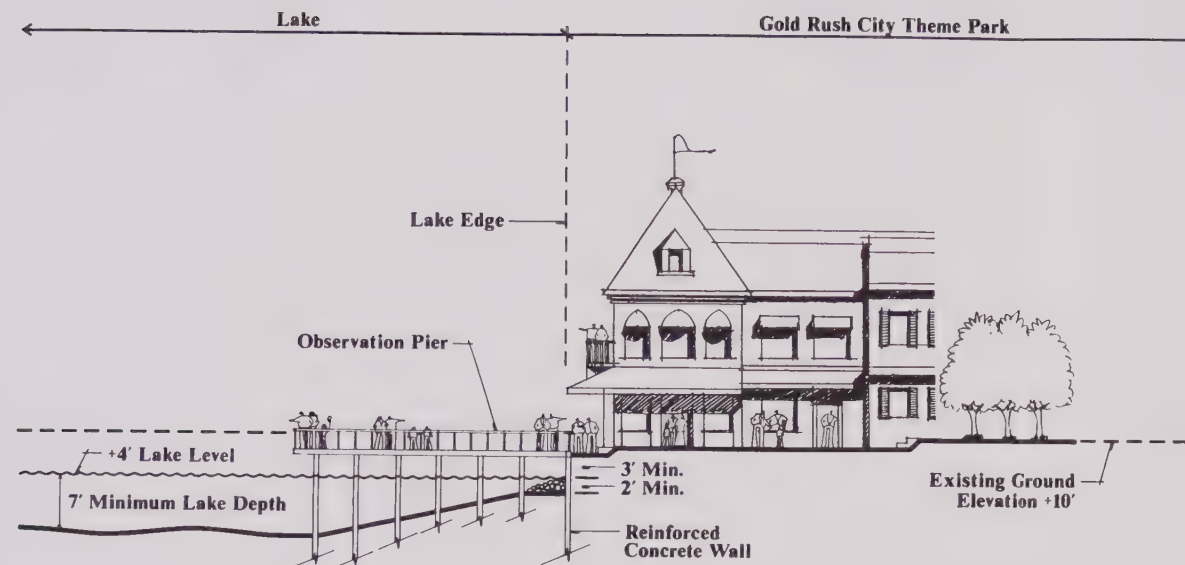
STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

GOLD RUSH CITY
LAKE EDGE

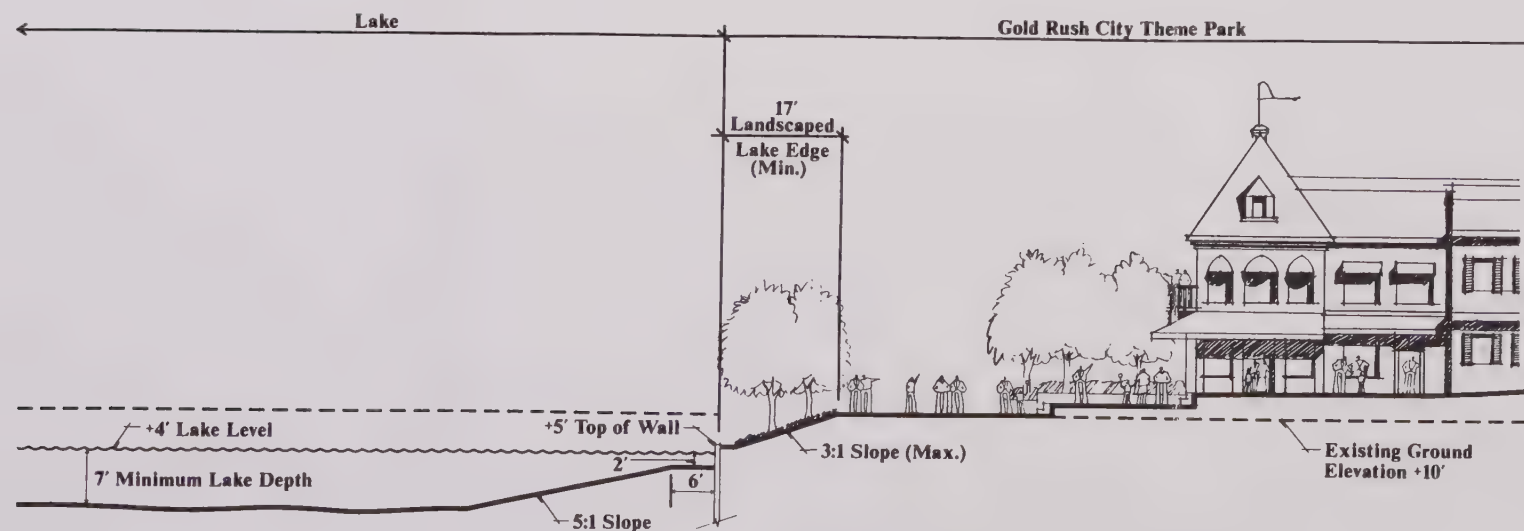


STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

GOLD RUSH CITY LAKE EDGE



ST E5



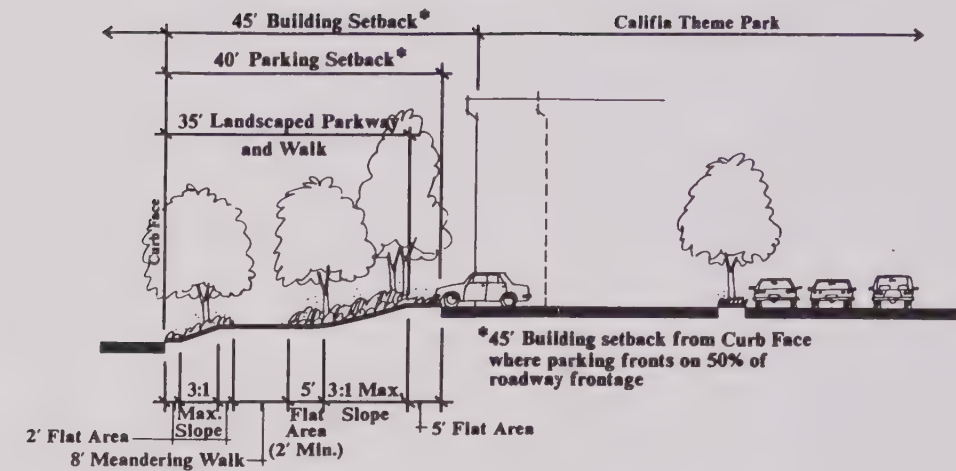
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STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

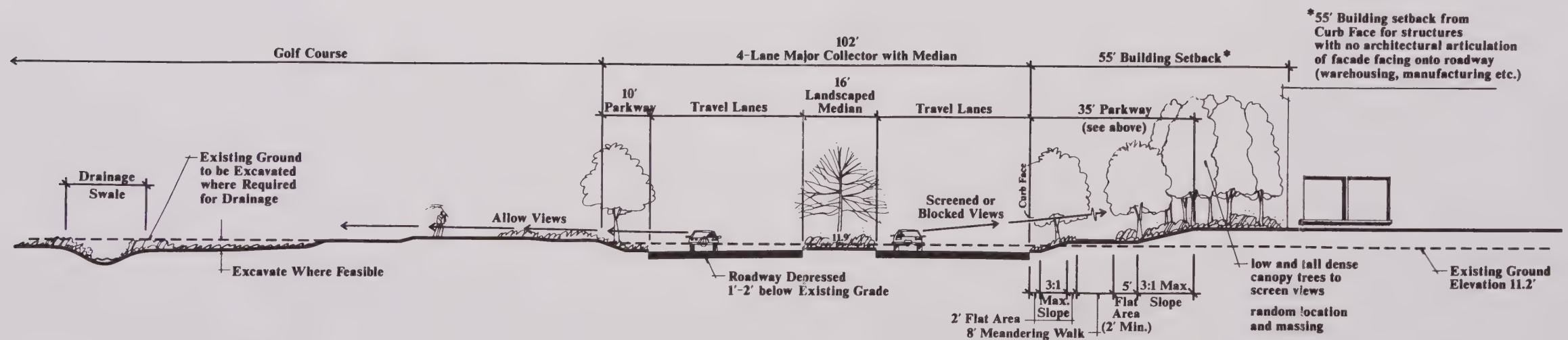
SEPTEMBER 27, 1995
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CALIFIA DRIVE LANDSCAPED PARKWAY



ST F1

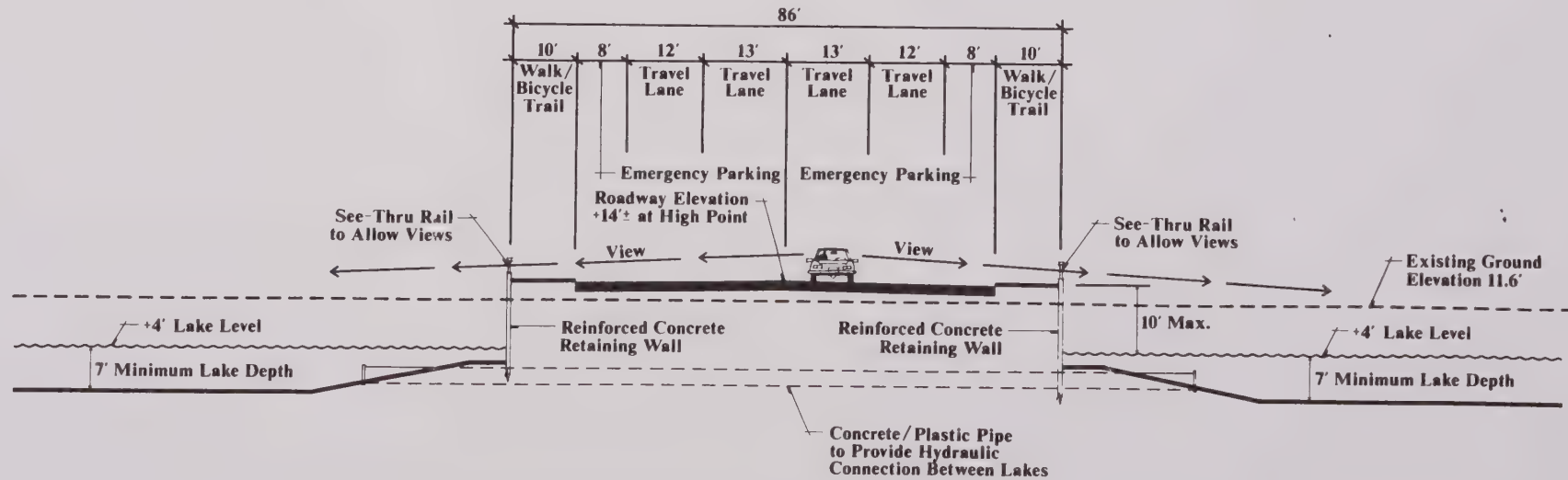
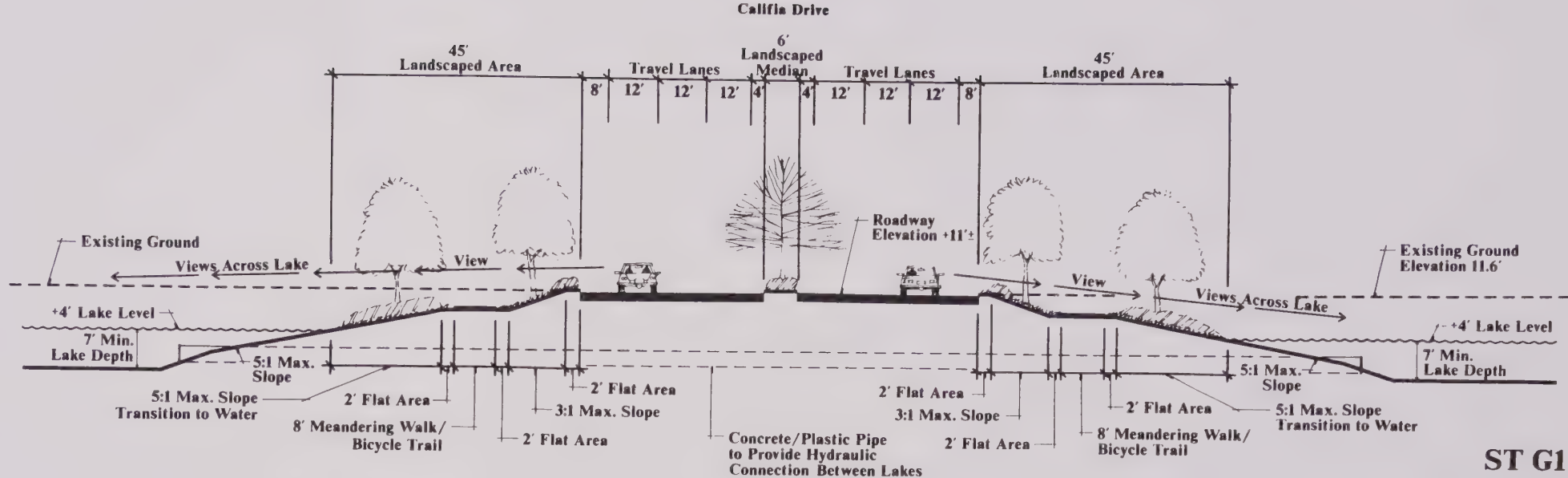
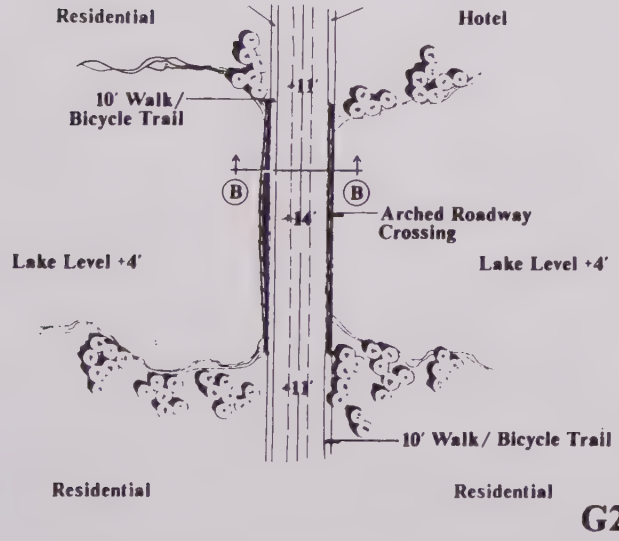
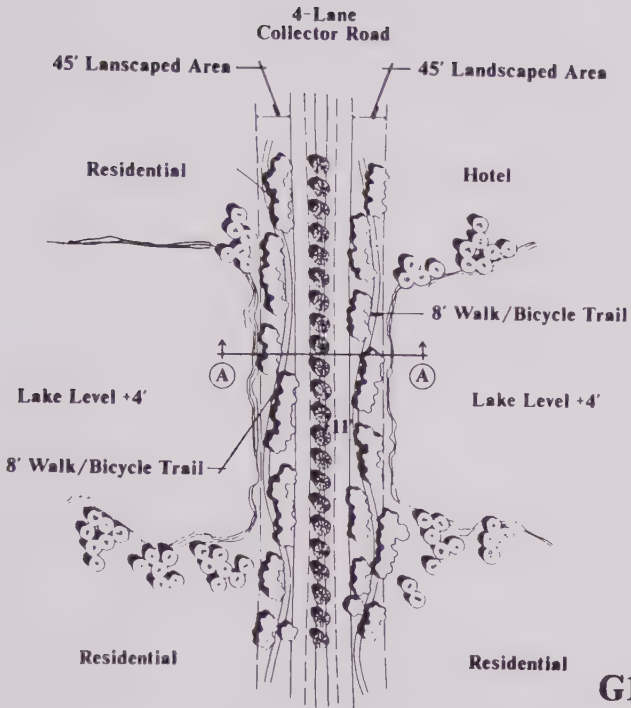


ST F2

STEWART TRACT WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

FOR CONCEPTUAL PURPOSES ONLY **SEPTEMBER 27, 1995** **pbr**

LAKE EDGES BY
CALIFIA DRIVE



STEWART TRACT
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

IMPLEMENTATION



IMPLEMENTATION

A. *Phasing*

The phasing of development for both Mossdale Village and Stewart Tract is based on the phased improvement of the area's infrastructure. After the Land Use Plan and Development Concept were drafted for the West Lathrop Specific Plan area, a sequence of improvements of the major roads and underlying utilities was established. The sequence was driven by the need for access to Phase One land uses such as the Gold Rush City Theme Park and the desire to allow for diverse uses in each phase that could realistically be developed and absorbed in that phase. The following five diagrams (see Figures VI-1, VI-2, VI-3, VI-4 and VI-5) illustrate the sequence of the planned improvements to the major roadway system. The text that follows describes the information portrayed on the diagrams.

1. *Phasing of Major Roads*

In Phase One, the Louise Avenue/Gold Rush Boulevard/Interstate 5 (I-5) interchange will be improved along with Gold Rush Boulevard through Mossdale Village, across the San Joaquin River to the Gold Rush City Theme Park at Califia Drive. A part of Califia Drive will also be built stemming from that intersection with Gold Rush Boulevard to reach the other Phase One land uses. The road from Califia Drive up to the resort hotel/marina may also be built to reach those uses. In Mossdale Village, a part of Golden Valley Parkway will be extended to access Phase One residential, service commercial and highway commercial uses.

In Phase Two, on Stewart Tract additional portions of Califia Drive shall be constructed and the Village Center Drive will be built. Also in Phase Two, Golden Valley Parkway is to be further extended to reach new Mossdale Village development areas.

In Phase Three, Califia Drive will be completed and Golden Valley Parkway will be extended through Mossdale Village and across the San Joaquin River to the Paradise Drive/Chrisman Avenue interchange at I-205 to fulfill project commitments toward this vital regional parkway system. A connecting road between Golden Valley Parkway and Califia Drive is to be built as well.

Phase Four includes the extension of Paradise Drive through the Stewart Tract to meet Golden Valley Parkway near the Paradise/Chrisman interchange and existing road improvements in Tracy. In Mossdale Village in this phase, Golden Valley Parkway will be extended to the northern edge of the plan area to hook up with existing improvements within San Joaquin County.

Future phases of Golden Valley Parkway will link up to the west and north with parkway extensions to be built within other jurisdictions as envisioned by the Council of Governments and Caltrans.

Figures VI-4 and VI-5 and the following text illustrate and describe the land uses that can be developed in each phase as roadway and utility service is provided to each area.

At buildout, Mossdale Village would have a population of approximately 9,150 persons and 3,035 homes. Of the total housing about 75% would be low density single family with the remaining being medium density multifamily.

At buildout, Stewart Tract would have about 7,576 housing units for about 18,000 occupants. Of the total housing, about 50% are planned for low density, about 46% for medium density and the remaining 4% are high density residential units.

The overriding phasing principle expressed in the Specific Plan - that of avoiding fragmenting the urban pattern and allowing for the associated gradual conversion of agricultural land - is upheld.

As described previously, it is assumed that Mossdale Drive improved freeway access is not initially feasible and that assumption has lead to revised access and phasing assumptions. The phasing of the primary circulation rights-of-way which determines the phasing of land uses is diagrammed in Figures VI-1, VI-2, VI-3: Phased Circulation.

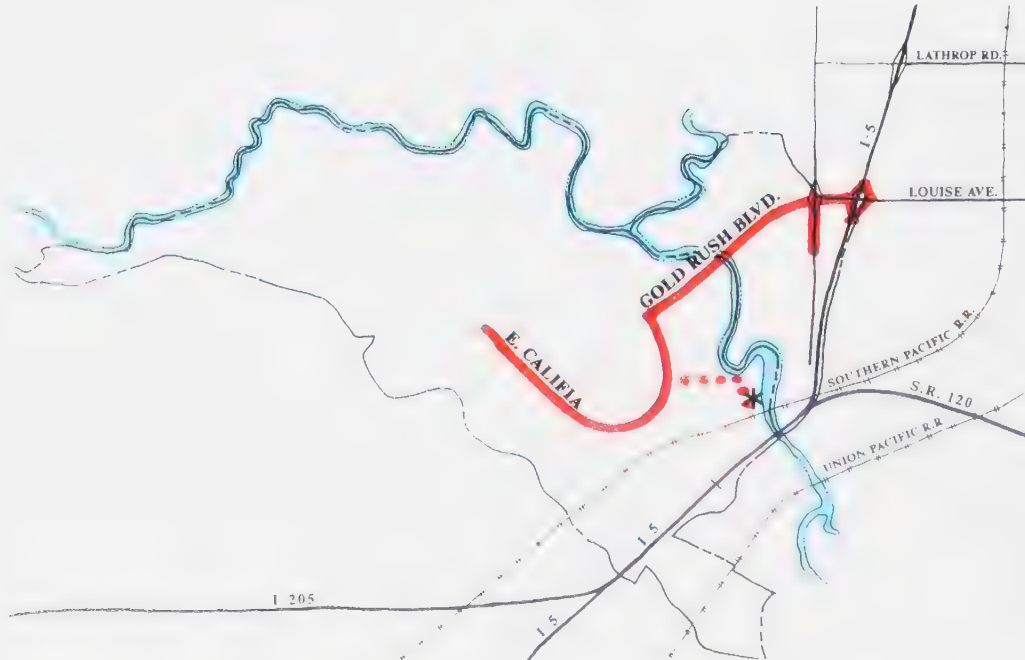
2. Mossdale Village Phases

The development of Mossdale Village is envisioned in four phases over twenty years, consistent with probable housing and commercial market demand (as shown on Figure VI-4: Mossdale Village Development Concept Phasing). As the land is held by multiple owners, phasing will, in part depend upon their intentions. Therefore, the sequence of development described below is illustrative not mandatory and may change. Development is expected to start around Gold Rush Boulevard and extend outward from there. (See Table VI-1: Mossdale Village Possible Development Concept Program By Phase.)

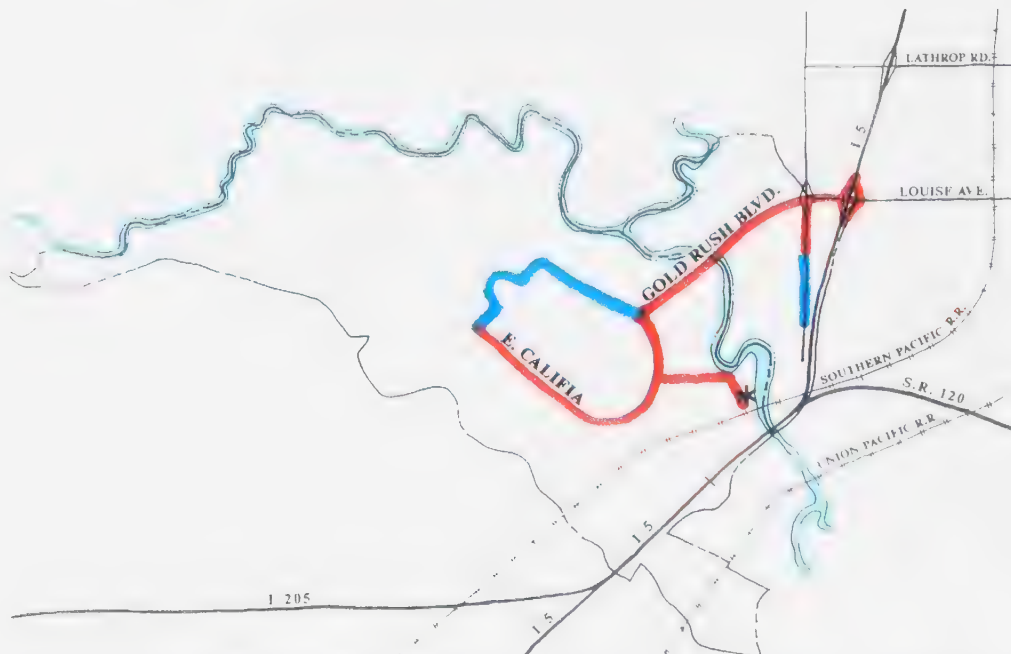
a. Phase One

Phase One may involve approximately 1,040 housing units concentrated on either side of Gold Rush Boulevard with a population of about 3,012 persons. Low density single family units may comprise about 704 units. Remaining units (336) may be medium density, involving a variety of housing types ranging from patio homes to garden apartments. The first phase of the Village Commercial (5.5 acres) may be built near the end of this phase. A public park of 11 acres may be constructed, along with 4.5 acres of riverfront park. Other commercial development would be limited to about 18 acres of Service Commercial between Manthey Road and I-5 and 10 acres of Highway Commercial at Gold Rush Boulevard and I-5. Gold Rush Boulevard may be constructed to a six-lane divided arterial width with signalized intersections and left turn lanes at intersecting collector streets providing access to residential areas. Golden Valley Parkway may be extended in a southerly direction along the edge of the medium density residential area. A portion of River Road and a portion of the two-lane collector which will run along the levee's edge may be built.

PHASED CIRCULATION



- I 2000 Assumes Gold Rush Boulevard extends from an improved Louise Avenue Interchange at I-5 across the San Joaquin River to Circle Drive (East Calafia Drive).



- II 2005 Assumes the Multi-Modal Transit Station has been initiated along with the Southern Pacific Railroad Commuter Corridor and continuing improvements at the Louise Avenue Interchange.

SEPTEMBER 27, 1995 FIGURE VI-1

PHASED CIRCULATION



- III 2005-2017 Assumes Golden Valley Parkway extends from Gold Rush Boulevard and an Improved Louise Avenue Interchange, across the San Joaquin River to Paradise Road and Paradise/Chrisman Interchange.



- IV 2017-2025 Assumes Paradise Road is extended to Califia Drive and Golden Valley Parkway is extended to Lathrop Road.

SEPTEMBER 27, 1995 FIGURE VI-2

PHASED CIRCULATION



- (V) 2025+ Assumes Golden Valley Parkway is extended North and West to Tracy and Stockton.

SEPTEMBER 27, 1995 FIGURE VI-3

STEWART TRACT/MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

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**TABLE VI-1:
MOSSDALE VILLAGE
POSSIBLE DEVELOPMENT CONCEPT PROGRAM*
BY PHASE**

ZONING	GENERAL PLAN DESIGNATION	LAND USE	ACRES
		Phase One	
R	One Family Residential	Low Residential	128.0
RM-3	Multi Family Residential	Medium Residential	42.0
CV		Village Center	5.5
R	Public	Park	11.0
CS	Service Commercial	Service Commercial	18.0
CH		Freeway Commercial	10.0
RCO	Public	Riverfront Park	4.5
		Golden Valley Parkway	8.0
		Gold Rush Boulevard	25.0
		Other Roads	13.0
		Subtotal for Phase One	265.0
		Phase Two	
R	One Family Residential	Low Residential	156.5
RM-3	Multi Family Residential	Medium Residential	20.0
CV	Village Commercial	Village Center	7.0
CV	Public	Park	3.0
R	Public	K-8 School	18.0
CS	Service Commercial	Service Commercial	37.5
CH	Freeway Commercial	Freeway Commercial	10.0
RCO	Public	Riverfront Park	9.0
		Golden Valley Parkway	21.5
		River Road	3.5
		Riverfront Road	5.0
		Manthey Road	7.0
		Other Roads	13.0
		Subtotal for Phase Two	311.0
		Phase Three	
R	One Family Residential	Low Residential	60.5
RM-3	Multi Family Residential	Medium Residential	20.0
CV	Village Commercial	Village Center	7.0
R	Public	K-8 School	18.0
CS	Service Commercial	Service Commercial	23.5
		Golden Valley Parkway	21.0
		Riverfront Road	4.0
		Other Roads	1.5
		Subtotal for Phase Three	155.5
		Phase Four	
R	One Family Residential	Low Residential	87.5
CV	Village Commercial	Village Center	4.0
R	Public	Park	5.0
R	Public	High School	50.0
CW	Waterfront Resort Commercial	Waterfront Commercial	4.0
CW	Marina	Marina (water only)	18.0
RCO	Public	Riverfront Park	11.0
		River Road	13.5
		Riverfront Road	4.0
		Subtotal for Phase Four	197.0
		Miscellaneous	
RCO	Public	Open Space	37.0
RCO	Resource Conservation/Open Space	Levee Open Space	61.0
R	Public	Mossdale County Park	9.0
		Southern Pacific Railroad	13.0
		I-5	45.5
		Waterways	67.0
		Subtotal for Miscellaneous	232.5
		GRAND TOTAL	1,161.0
		TOTAL SITE ACREAGE	1,161.0

*Note: The data above represents one of many possible development scenarios, based on the West Lathrop Specific Plan Development Concept (Figure III-4).

b. Phase Two

Phase Two may involve approximately 1,021 housing units and a population of about 3,142 persons, with 861 units of low density single family and 160 units of medium density. Housing may be extended southerly along the Golden Valley Parkway corridor with new medium density housing to be concentrated around the Village Center. The first Mossdale Village elementary school may be built in this phase on 18 acres. A 3-acre neighborhood park near the housing may be developed as well. The second stage of Village Commercial (7.0 acres) may provide for convenience shopping needs of surrounding residents. Another 37.5 acres of Service Commercial and 10 acres of Highway Commercial may complete Phase Two. A segment of the river's edge collector may be built, extending south from River Road, along with 9 acres of riverfront park.

c. Phase Three

Phase Three may add another 493 housing units and a population of about 1,431 persons, with 333 units of low density single family and 160 units of medium density around the village center. Housing may fill in the remaining undeveloped low and medium density housing areas designated by the Specific Plan in the Golden Valley Parkway corridor. The Village Center may be expanded (7.0 acres); Service Commercial may be completed (23.5 acres). A second elementary school/park (18 acres) may be added.

d. Phase Four

Phase Four may involve approximately 482 low density housing units (including 173 units of marina housing) and a population of about 1,562 persons on the land nearer the San Joaquin River. Housing is concentrated along the 11-acre open space corridor along which the collector road may be extended. The Village Center may be completed (4.0 acres). Waterfront Commercial (4.0 acres) may be added to the marina area along with the marina housing. The 50-acre high school may likely be built in Phase Four. The remaining length of river's edge road and 11 acres of riverfront park are included in Phase Four.

3. Stewart Tract Phases

Stewart Tract construction is envisioned in four phases over a period of 30 years, with the first two phases (approximately 50% of traffic demand) built and occupied around 2010. As is the case for Mossdale Village, the Phased Circulation shown in Figures VI-1, VI-2 and VI-3 has determined the sequencing of land use phases in Stewart Tract. The narrative below describes one possible development scenario based on the West Lathrop Specific Plan Development Concept (Figure III-4). It is exemplary and may change. (See Table VI-2: Stewart Tract Possible Development Concept Program By Phase.)

The following principles will be considered by the City Council prior to authorizing construction of public infrastructure for any phase following Phase I.

NOTE: This Phasing plan is based on Figure III-4: Development Concept and is subject to change.

SEPTEMBER 27, 1995 **FIGURE VI-4**



- The ability to approve development in a subsequent phase will be premised upon the prior completion all the major public infrastructure required to be constructed during previous phase(s) and needed for the subsequent phase.
- A substantial amount of the land area of the previous phases planned for the same type of land uses as a subsequent phase must be under development prior to approval of the subsequent phase.
- Development should be approved in a subsequent phase if the master developer, (currently Califia) no longer owns approved land in previous phase(s) suitable for the land use proposed for the subsequent phase.
- Phasing of development should seek to minimize land use conflicts with agricultural operations.
- Phasing of development should seek to minimize "leap frog" development.

a. Phase One

Phase One may originate along the Gold Rush Boulevard corridor and around Califia Drive, encompassing about 1,532 acres. It would center on the 174-acre Gold Rush City Theme Park. The Gold Rush City Theme Park is required to be open before the certificates of occupancy will be provided for any residential units on Stewart Tract. Other major attractions may include the regional shopping/entertainment center on 148 acres and the 25-acre water park. Support commercial may be a combination of motels totaling 45 acres, 123.5 acres of hotels, a 20-acre main street entertainment center, a 30-acre marina and 17.5 acres for retail. All of these may be served by a transit center with associated park and ride facility (10 acres) and by the skyway system through Phase One. Near Mossdale Drive, a 50-acre farmers market may be developed. About 271.5 acres for 27 holes of golf may be provided with nearby low density residential on 256 acres (about 1,400 units) and adjoining medium density residential in two locations totalling 120 acres and yielding about 960 units. High density residential may be placed on 13 acres (about 270 units).

Complementing these uses may be two parks totalling 25 acres, a 10-acre park/school in the residential area, a 2-acre fire/police station, and the first stage of the internal system of waterways on 98 acres. Open space at 28 acres along the tract's perimeter and a southeastern 75.5-acre site for a wastewater treatment plant may complete the array of Phase One uses.

b. Phase Two

Phase Two may add commercial and recreation residential facilities in the central portion of Stewart Tract. A 35-acre resort hotel may be located near the waterway system off Califia Drive. For low density residential uses, 344 acres will allow for about 1,890 units and 188 acres will be the home for about 1,500 medium density residential units. About 105.5 acres of golf may be provided in association with these housing areas. A central Village Center at 35 acres may serve all the surrounding housing areas, acting as a vibrant central gathering place. Two complementary neighborhood convenience retail sites along Califia Drive may occupy 10 acres each. There may be three park/schools on 10 acres each in the low density residential areas and 1- or 2-acre small neighborhood centers internal to the medium density residential areas for neighborhood activities totaling 9 acres. On 61.5 acres, an R.V. park

may be developed. A 2-acre fire station may also be a part of Phase Two. Two 10-acre neighborhood retail sites may be provided off of Califia Drive, and a 35-acre hotel. Open space at 49 acres and lakes at 132.5 acres may absorb most of the remaining acreage in Phase Two.

c. Phase Three

Housing and lodging may include low density residential totaling 90 acres (495 units), medium density residential at 130 acres (1,040 D.U.) and chalets on 110 acres. A golf course on 194.5 acres, and a second Theme Park on 102 acres may provide recreation. Four small neighborhood centers internal to the medium density residential areas totaling 6 acres and lakes covering 41 acres may consume the other Phase Three acreage.

d. Phase Four

A primary feature of Phase Four may be the 266.5-acre Wildlife Park, with 107 acres of adjoining chalets, a 34-acre campground and 42 acres for an R.V. Park next to Paradise Drive. Along Califia Drive, a resort hotel site (23.0 acre) and supporting specialty retail (13.5 acres) may overlook the final phase (149 acres) of the lake system. On both sides of I-5, a total of 382 acres may be placed in urban reserve, with ten acres of adjoining open space.

B. Specific Plan Implementing Regulations and Ordinances

The Specific Plan and Development Agreement are the basic documents to be adopted to implement development within the Specific Plan area. Under the Surface Mining and Reclamation Act, the City will be required to adopt findings relating to development of areas of regionally significant mineral resources when the West Lathrop Specific Plan area is added to City limits. Other regulations or ordinances to implement the Specific Plan are the more detailed application processes for the Urban Design Concept and the Neighborhood Design Concept and the non-renewal or cancellation of Williamson Act contracts, as necessary.

In addition, there are numerous possible permits or approvals that may be required from other agencies to implement the Specific Plan. Those, and the circumstances that may warrant them, are listed in Appendix A (attached).

1. Surface Mining and Reclamation Act

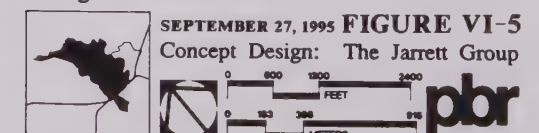
Under the Surface Mining and Reclamation Act and the City's General Plan, before areas within Stewart Tract or Mossdale Village identified as containing regionally significant aggregate resources can be developed for urban uses without first being mined, the City must set forth in writing compelling reasons in support of such action. These findings will be made in connection with future project approvals. "Compelling reasons" may be found if the City determines that the benefits of developing the subject areas with urban uses, without first mining these areas, outweighs the importance of the mineral deposits to the regional market demand for their use.

DEVELOPMENT CONCEPT PHASING



STEWART TRACT WEST LATHROP SPECIFIC PLAN CITY OF LATHROP, CA

NOTE: This Phasing plan is based on Figure III-4: Development Concept and is subject to change.



**TABLE VI-2:
STEWART TRACT
POSSIBLE DEVELOPMENT CONCEPT PROGRAM*
BY PHASE**

ZONING	GENERAL PLAN DESIGNATION	LAND USE	ACREAGE
CR	Regional Commercial	PHASE ONE – Area One Regional Shopping	148.0
C-REC	Recreation Commercial	Water Park	25.0
C-REC	Recreation Commercial	Marina	30.0
C-REC	Recreation Commercial	Gold Rush City	174.0
C-REC	Recreation Commercial	Golf	271.5
C-REC	Resort Commercial	Hotel	123.5
C-REC	Resort Commercial	Entertainment Center	20.0
CH	Highway Commercial	Motel	45.0
CH	Highway Commercial	Retail Transit Center	0.5
CH	Highway Commercial	Park and Ride	10.0
CH	Highway Commercial	Retail	17.5
R	One Family Residential	Low Residential	256.0
R-M3	Multi-Family Residential	Medium Residential	120.0
RM-1.5	High Residential	High Residential	13.0
C-REC	Public	Parks	25.0
R	Public	Fire Station	2.0
RM-3	Public	Park/School	10.0
RCO	Resource Conservation/Open Space	Open Space	28.0
RCO	Resource Conservation/Open Space	Lakes	98.0
		Golden Valley Parkway	30.1
		Gold Rush Blvd. (SJ River to Circle Drive)	13.6
		Circle Drive	55.5
		Res. Road	3.0
		Marina Road	13.0
		Subtotal for Phase One Area One	1,532.2
CH	Highway Commercial	PHASE ONE – Area Two Farmer's Market	50.0
		Subtotal for Phase One Area Two	50.0
C-REC	Public	PHASE ONE – Area Three Wastewater Plant	75.5
RCO	Resource Conservation/Open Space	Paradise Cut	900.0
RCO	Resource Conservation/Open Space	Open Space	24.0
		Golden Valley Parkway	4.5
		Subtotal for Phase One Area Three	1,004.0
		Total for Phase One	2,586.2
C-REC	Recreation Commercial	PHASE TWO Golf	105.5
C-REC	Resort Commercial	Hotel	35.0
CV	Village Commercial	Village Center	35.0
CV	Village Commercial	Village Center	20.0
C-REC	Recreation Commercial	R. V. Park	61.5
R	One Family Residential	Low Residential	343.5
RM-3	Multi-Family Residential	Medium Residential	188.5
R	Public	Park/School	30.0
R	Public	Fire Station	2.0
RM-3	Public	Neighborhood Center	9.0
RCO	Resource Conservation/Open Space	Open Space	49.0
RCO	Resource Conservation/Open Space	Lakes	132.5
		Village Center Drive	6.1
		Circle Drive	66.4
		Paradise Drive	4.0
		Subtotal for Phase Two	1,088.0

(Continues)

*Note: The data above represents one of many possible development scenarios, based on the West Lathrop Specific Plan Development Concept (Figure III-4).

**TABLE VI-2:
STEWART TRACT
POSSIBLE DEVELOPMENT CONCEPT PROGRAM*
BY PHASE
(CONT)**

ZONING	GENERAL PLAN DESIGNATION	LAND USE	ACREAGE
		PHASE THREE	
C-REC	Recreation Commercial	Golf	194.5
C-REC	Recreation Commercial	Second Theme Park	102.0
C-REC	Resort Commercial	Chalets	110.5
R	One Family Residential	Low Residential	90.5
RM-3	Multi-Family Residential	Medium Residential	130.0
RM-3	Public	Neighborhood Center	6.0
RCO	Resource Conservation/Open Space	Lakes	41.0
		Circle Drive	26.8
		Subtotal for Phase Three	701.3
		PHASE FOUR - Area One	
C-REC	Recreation Commercial	Wildlife Park	266.5
C-REC	Recreation Commercial	Campground	34.0
C-REC	Recreation Commercial	R.V. Park	42.0
C-REC	Resort Commercial	Specialty Retail	13.5
C-REC	Resort Commercial	Hotel	23.0
C-REC	Resort Commercial	Chalets	107.0
RCO	Resource Conservation/Open Space	Open Space	23.0
RCO	Resource Conservation/Open Space	Lakes	149.0
		Subtotal for Phase Four Area One	658.0
		PHASE FOUR - Area Two	
UR	Urban Reserve	Urban Reserve	382.0
RCU	Resource Conservation	Open Space	23.0
		Subtotal for Phase Four Area Two	405.0
		Subtotal for Phase Four	1,063.0
		MISCELLANEOUS	
R	One Family Residential	Existing Residential	9.0
RCO	Resource Conservation/Open Space	Levee Open Space	137.7
	Southern Pacific Railroad	Southern Pacific Railroad	51.2
	Union Pacific Railroad	Union Pacific Railroad	10.0
	Roundabouts	Roundabouts	8.6
	I-5 & 205	I-5 & I-205	139.0
		Subtotal for Miscellaneous	355.5
		GRAND TOTAL	5,794.0
		TOTAL SITE ACREAGE	5,794.0

*Note: The data above represents one of many possible development scenarios, based on the West Lathrop Specific Plan Development Concept (Figure III-4).

2. *Development Agreement*

The development agreement will, among other things, establish the local laws and regulations applicable to the development of Stewart Tract. For example, the development agreement will ensure that the provisions of this Specific Plan and the General Plan will remain in effect over the life of the project (subject to appropriate modifications from time to time), and require all development to be in compliance with those provisions. This will both encourage investment in the Stewart Tract and ensure that development occurs in a quality manner.

3. *Cancellation and Non-renewal of Williamson Act Contracts*

Most of Mossdale Village and Stewart Tract lands are under Williamson Act contracts which must be removed before development can occur. It is assumed that land will remain under contract and in agricultural uses until it is appropriate to develop it. The procedure for cancellation and non-renewal of Williamson Act contracts is provided in Sections 51240-51287 of the Government Code. Basically, it provides that landowners who file a Notice of Non-renewal signifying their intent to not renew their contracts, can file a petition for cancellation with the Lathrop City Council (assuming the contracted property has been annexed to the city). The cancellation can affect less than all of the land covered by the contract (Section 51282). To approve the petition for cancellation, the Lathrop City Council must find that the cancellation is consistent with the purposes of the Williamson Act or is in the public interest.

The City's General Plan policies minimize the premature conversion of agricultural land to urban use and assures the physical integrity of remaining agricultural land (including contracted land).

It is expected that a notice of non-renewal of the Williamson Act contract for a portion of the first phase of Stewart Tract will be filed during 1996. Thereafter, to the extent necessary, petitions for cancellation will only be filed sequentially as the land is absorbed. Ideally the northwestern portion of the Stewart Tract should remain under the Williamson Act contract with continued annual renewals until nine years prior to the expected development of Phases 3 or 4.

To the extent that land is needed prior to expiration of the Williamson Act contract for any portion of the Stewart Tract, the City of Lathrop will consider and approve phased cancellations if appropriate findings can be made and other legal requirements satisfied.

Although a notice of non-renewal may have been filed, land in later development phases will continue to be used for agricultural purposes until the development program necessitates its discontinuation. The City of Lathrop has already adopted a right-to-farm ordinance as an important means to minimize the potential for urban-agricultural conflicts along the margin between urban and agricultural lands.

4. *The Habitat Management Plan*

a. *Goals of the Habitat Management Plan*

The objective of the Habitat Management Plan (HMP) is to mitigate impacts to and address the potential for a "take" of the state-listed threatened Swainson's Hawk due to buildout of the Specific Plan. The goals of the HMP are to:

- (1) Establish the responsibilities of the City of Lathrop and the Project applicants for managing Swainson's Hawk habitat in conjunction with proposed development;
- (2) Mitigate impacts on the existing South Delta Swainson's Hawk population that forages and nests within the West Lathrop Specific Plan area;
- (3) Avoid or minimize incidental take of Swainson's Hawk during project development and operation;
- (4) Limit unmitigated destruction or adverse modification of habitat essential to the continued existence of the species;
- (5) Ensure adequate funding for implementation of the HMP; and
- (6) Provide for the coordination of the HMP with regional conservation efforts.

The purpose of the HMP is to provide a solution to a site specific issue which will facilitate the development's progress. Therefore, given the need to implement the HMP for Swainson's Hawk as proposed in the West Lathrop Specific Plan and EIR, the mitigation would take the form outlined in the October 25, 1995 proposal currently under review by the California Department of Fish and Game, subject to any modification required for approval by the Department of Fish and Game and the City of Lathrop.

b. *Mitigation Program Summary*

- 0.5 acre of managed mitigation lands is needed for each one acre of Swainson's Hawk foraging habitat converted to unsuitable foraging habitat.
- Paradise Cut, the 900-acre resource conservation and open space area within Stewart Tract is to be set aside for habitat mitigation credit for Stewart Tract.
- The mitigation program is to include a combination of on-site mitigation in Paradise Cut and off-site mitigation through the purchase of conservation easements or acquisition of land through fee title.
- Habitat enhancement measures and management practices will be determined on a site-specific basis, and will be specified in the deed accompanying the conservation easement or fee title.

(1) *Paradise Cut Mitigation Area*

- Mitigation for impacts on Swainson Hawk foraging habitat within Stewart Tract will commence in Paradise Cut following certification of the West Lathrop Specific Plan EIR and prior to any construction that would affect foraging habitat, except for construction on lands on Stewart Tract east of the Southern Pacific Railroad tracks and west of I-5.

- The 900 acre Paradise Cut provides an opportunity to conduct on-site mitigation for 1,716 acres (858 mitigation credit acres x 2) of suitable foraging habitat converted to unsuitable habitat on Stewart Tract.
- The title of lands and waters of Paradise Cut will be dedicated at a mitigation ratio of 0.5:1 as projects occur;
- A total of 538 acres of existing nesting and foraging habitat will be preserved and managed for the benefit of Swainson's Hawk. An additional 120 acres of jurisdictional riverine wetlands in Paradise Cut is not suitable foraging habitat but will also be preserved under the HMP.
- A total of 242 acres of unsuitable habitat, consisting of English Walnut orchards, will be converted to suitable foraging habitat and managed for the benefit of Swainson's Hawk; and
- The City of Lathrop will be responsible for conducting long-term monitoring of the mitigation lands.

(2) Off-site Mitigation

- Off-site mitigation lands will be required for Stewart Tract after 1,716 acres of conversion of suitable habitat has occurred and possibly lands on Stewart Tract east of the Southern Pacific railroad tracks and west of I-5.
- Off-site mitigation lands will be required for all development of Mossdale Village.
- Suitable off-site acreage will be preserved at a mitigation ratio of 0.5:1 through the acquisition of conservation easements or fee title;
- Management of the off-site acreage for the benefit of Swainson Hawk; and
- The City of Lathrop will be responsible for conducting long-term monitoring of the mitigation lands.
- Project applicants will be required to independently purchase suitable land and/or to purchase and dedicate conservation easements for minimum 100-acre parcels of suitable foraging habitat.
- Conservation easements for less than 100-acres parcels will be acceptable to the City only if located adjacent to existing, permanently dedicated Swainson's Hawk foraging habitat.

Recognition of this program by California Department of Fish and Game will constitute satisfaction of the City of Lathrop's obligations under the General Plan.

5. Sewer and Water Master Plan Amendments

The City's Master Water System Plan, Master Storm Drain Plan and Master Sewerage Plan will be amended to include the Specific Plan land west of the San Joaquin River.

6. *Infrastructure Administration*

a. *Infrastructure Performance Standards*

(i). *In General*

Chapter IV: Infrastructure identifies numerous infrastructure improvements and other facilities needed to serve the development anticipated for the Specific Plan area. These improvements and other facilities, and levee improvements, among other things, were identified as appropriate based on analysis conducted during or prior to 1995. As conditions change and new technologies are developed, new or different infrastructure improvements or other facilities may be necessary or desirable to respond to these changing conditions or to take advantage of these new technologies. To assure that development on Stewart Tract responds adequately to such circumstances, while allowing flexibility in the manner in which these conditions are addressed, the City will apply to the Project the "Performance Standards" described below.

(ii). *Basic Requirements*

Each Urban Design Concept application submitted under this Specific Plan shall include infrastructure improvements and other facilities that are designed -- based on appropriate traffic studies and other relevant information -- to satisfy each of the Performance Standards. Information used to prepare each Urban Design Concept application shall include, without limitation, information generated in connection with the most recent Performance Evaluation (discussed below). Compliance with Performance Standards will be monitored annually. If annual monitoring shows that a Performance Standard is not being complied with and the noncompliance is attributable to the development on Stewart Tract, unless otherwise agreed to in a development agreement, a "Remediation Plan" shall be developed and imposed on the developer responsible for the non-compliance.

(iii). *Description of Performance Standards*

The Performance Standards shall be those specific standards relating to roadway levels of service, water capacity, reliability and quality, wastewater treatment and collection capacity, levee performance, police, transit, parks and schools set forth in the development agreement(s) entered into in association with the adoption and implementation of this Specific Plan. The Performance Standards will survive the termination of the development agreement(s).

(iv). *Alternative Improvements*

This Specific Plan recognizes that the conditions under which the Specific Plan area is developed will change over time, that new technologies may become available to address the needs created by urban development, and that these alternatives should therefore be allowed by this Specific Plan. Likewise, this Specific Plan recognizes that new or different approaches to providing infrastructure and facilities may be necessary or desirable to address these

changing conditions or take advantage of these new technologies. Accordingly, this Specific Plan allows for such future adjustments and refinements and considers them within the regulations established by this Specific Plan alternative improvements, subject to the following:

If an improvement is set forth in an Urban Design Concept application regarding the construction of any infrastructure improvements and other facilities, the City shall consider it to be in compliance with the Specific Plan if:

- it is identified in this Specific Plan as a means of addressing the Project's need for infrastructure and other facilities;
- it is an improvement although not specifically identified in the Specific Plan, is nonetheless based on new technologies allowed by the Specific Plan and which meet the Performances Standards for the development; or
- it is an improvement not specifically identified in the Specific Plan, but meets the Performance Standards for a specific stage of development and will continue to function acceptably should further development not occur. The improvement must be replaced when development extends beyond that stage;

provided the City's evaluation of the UDC application and the alternative improvements demonstrate to the City in its sole discretion that such improvements will satisfy the Performance Standards.

Alternatively, the Developer may independently pursue alternate approaches to providing infrastructure services and facilities to the project such as sewer, potable water, power, cable, communications and similar services so as not to impede the ability of the project to build out as described in the Specific Plan.

b. Alternatives to Performance Standards

Because of time constraints on the development and opening of Gold Rush City Theme Park, some infrastructure improvements may not meet a strict interpretation of the Performance Standards identified in Section V.C.1(c) of this Specific Plan prior to the opening of the theme park. An applicant may submit, as part of the Urban Design Concept application, infrastructure improvements that will not meet a strict interpretation of the Performance Standards prior to the opening of Gold Rush City theme park, and City may approve such improvements, provided that (a) Developer clearly identifies such improvements in the UDC, (b) Developer provides a full description of the permanent improvements and a schedule for their construction, (c) City, in its sole discretion, determines that the permanent improvements will satisfy the Performance Standards and that the schedule for their completion will assure that the Performance Standards are met in a timely manner, (d) that the proposed improvements will meet all requirements with respect to normal health and safety standards and will meet the objective of the performance standards (e.g. will remove the property from the floodplain), and (e) is acceptable to any county, state or federal regulatory agency having jurisdiction. With respect to major developments other than the first theme park, City may approve such improvements subject to the same criteria.

c. *Performance Evaluation and Remediation Plans*

(i). *In General*

As described above, the City and the applicant will, in connection with each Urban Design Concept application, take steps to address the Performance Standards through the design of infrastructure improvements and other facilities. To ensure that the design solutions reflected in the Urban Design Concepts (and later subdivision maps and land use approvals) will satisfy the Performance Standards as actual development proceeds, the City will monitor compliance with the Performance Standards and take steps to remedy any noncompliance as described below.

(ii). *Performance Evaluations*

The City shall, on an annual basis, conduct Performance Evaluation of whether development is in full compliance with the Performance Standards. The Performance Evaluation shall include (i) the completion of appropriate traffic analyses as reasonably necessary, based on assumptions as determined by the City (which assumptions will be discussed in advance between the City and the applicant), and the collection of other information reasonably necessary to evaluate the development's compliance with Performance Standards, (ii) an evaluation of the extent to which the applicant's development will generate the need for additional traffic improvements two years after the date of the Performance Evaluation; and (iii) an evaluation of the extent to which the applicant's development will generate the need for additional traffic and non-traffic-related infrastructure and facilities four years after the date of the Performance Evaluation.

(iii). *Determinations of Noncompliance*

- (a). If, in connection with the Performance Evaluation described above and based on the information collected for the Performance Evaluation, the City's Community Development Director or the Director's designee ("Director") determines that a Performance Standard is not then being complied with, and such noncompliance is attributable to the Development, then the Director shall provide the applicant with a written Finding of Performance Standard Noncompliance, which shall specify the Performance Standard(s) that are in noncompliance.
- (b). The applicant may appeal the Director's issuance of a Finding of Performance Standard Noncompliance to the City Council within twenty (20) business days following such issuance. After completion of a duly noticed public hearing, the City Council must issue a final determination either upholding or rejecting the Finding of Performance Standard Noncompliance. If the applicant does not appeal the Director's issuance of a Finding of Performance Standard Noncompliance or, if the Director's issuance of a Finding of Performance Standard Noncompliance is upheld by the City Council, the City may prepare and implement a "Remediation Plan" as set forth below.

(iv). *Preparation and Adoption of Remediation Plan*

- (a). Within sixty-five (65) days following Director's issuance of a Finding of Performance Standard Noncompliance, or in the event of an appeal by the applicant, within forty-five (45) days following the City Council's final determination upholding the Director's issuance of a Finding of Performance Standard Noncompliance, the City shall develop and adopt, in good faith consultation with the applicant, a plan designed to address such noncompliance in a manner satisfactory to the City (a "Remediation Plan"). A Remediation Plan shall identify mitigation measures designed to address the identified noncompliance such as, in the case of a failure to satisfy a prescribed roadway level of service, additional roadway improvements needed to achieve acceptable levels of service. The mitigation measures identified in a Remediation Plan may be imposed by the City as conditions of approval to subsequent approvals except as set forth in any Development Agreement.
- (b). In developing any Remediation Plan, the City shall give priority to solutions that (1) are both feasible and capable of mitigating to an acceptable degree and in a timely manner the contribution of the applicant's development to the identified noncompliance and (2) minimize any delay associated with the applicant's development. The City will not, pursuant to any Remediation Plan or otherwise, impose upon any portion of the applicant's development (whether controlled by the applicant or any successor or assign of the applicant) any obligation exceeding that necessary to mitigate the contribution of the applicant of the applicant's development project to the noncompliance addressed by such obligation.
- (c). Responsibility for implementing any Remediation Plan can be reallocated to a particular party or parties and alternative procedures can be imposed through a development agreement.

7. *Annexation*

The City intends to submit a request for annexation of the entire West Lathrop Specific Plan area as soon as approval of the Specific Plan is obtained and the EIR certified. This request will be reviewed by the San Joaquin County Local Agency Formation Commission (LAFCO). If approved by LAFCO, the city will hold a protest hearing for all property owners and voters within the annexation area. Unless a sufficient protest is received, the City will then be able to annex the area and begin implementation of the Specific Plan.

C. *Financing/Fiscal Measures*

This Financing/Fiscal section of the West Lathrop Specific Plan outlines a program of financing measures which will be used to implement the development and operation of major infrastructure items and essential community facilities. This section outlines the various financing methods which are available and may be used during the course of project development to assure that the West Lathrop area has adequate financing to move forward.

Prior to the final approvals for any portion of the project, financing mechanisms will be implemented which guarantee adequate funding of capital improvements and which outline

payment schedules and sources of funds for the re-payment of any proposed debt. In addition, on-going tax and assessment sources will be earmarked to provide the operational and service resources necessary to maintain facilities at current or higher service levels than presently being provided by the City of Lathrop or other service providers. These ongoing operational concerns include police and fire service, park and road maintenance and other municipal services generally provided within an incorporated area of a city. The various mechanisms which may be used include, but are not limited to, the following:

1. *Infrastructure Financing Districts*

An Infrastructure Financing District allocates a portion of new property taxes to pay for capital improvements. It is similar to "tax increment financing" which is used by redevelopment agencies. Essentially, when tax increment financing is developed, subsequent increases in tax revenues are set aside for the use of the financing district. A requirement of an IFD is that it is developed only in areas that are substantially underdeveloped. If it is the proposed that an IFD issue bonds, it must obtain the two-thirds approval of the registered voters or property owners in the area.

Facilities eligible per Government Code section 53395.3 for financing through an IFD include the following:

- Highway interchanges, bridges, arterial streets, parking facilities and transit facilities
- Sewage treatment and water reclamation plants and interceptor lines
- Water collection and treatment facilities for urban use
- Flood control structures
- Child care facilities
- Libraries
- Parks, recreational facilities and open space
- Solid waste transfer and disposal facilities

2. *Special Taxes*

Special taxes which result for example through Mello Roos Community Facilities Districts, require two-thirds approval of the property owners or the electorate. Typically they are "per parcel" taxes and they must be levied uniformly on each class of properties or taxpayers. If approved, special taxes may be used to pay for the purchase, construction, expansion improvement or rehabilitation of real property with a useful life of five years or more or the debt source for bonds which finances the above.

3. *General Obligation Bonds*

In 1986, with the passage of Proposition 46, cities and counties were empowered with the right to issue General Obligation bonds. G.O. bonds, which are repaid with revenues from increased property taxes, may be used to finance land acquisition and the construction of capital improvements. A G.O. bond must be approved by two-thirds of the voters.

4. *Revenue Bonds*

Cities and counties can issue bonds to finance facilities for revenue producing enterprises such as water improvements, sewer improvements, golf courses and harbors. The bonds are solely repaid from a special fund consisting of revenues generated by the facility being financed. Examples of public revenues enterprise bonds include the City of Napa which sold over \$16 million worth of bonds to finance debt for new water supply facilities. The City of Los Angeles sold over \$125 million worth of bonds to pay for wastewater collection and related services. These issues may require voter authorization.

5. *Impact Fees*

Generally paid at the time of building permits, impact fees may be charged for construction of facilities which are of benefit to the affected area. For example, in Mossdale Village an elementary school will likely be paid for through a one-time fee which will likely be charged on the basis of the structure's square footage. Other examples include San Francisco where impact fees are charged to downtown commercial users for transit facilities. In the City of Concord, impact fees are charged against non-residential development for childcare.

6. *Private Developer Financing*

In addition to the use of public financing mechanisms, it is assumed that much of the development cost will be paid by private developer funding.

7. *Financing of Ongoing Operations and Maintenance*

Prior to infrastructure construction, financing sources for on-going operation and maintenance need to be identified to ensure that the infrastructure is provided for in an appropriate manner. The City intends to utilize a variety of financing measures for operation and maintenance and they include but are not limited to the following:

a. *Property Taxes*

The City receives a portion of the 1% property tax paid by all residential and commercial users within the City limits. As the Specific Plan area gets developed, the incremental property tax may be used to pay for the increase in services required by the new residents. In addition, existing special districts like Lathrop/Manteca Fire, which also receive a direct allocation of the 1% property tax, may use the incremental taxes to pay for the increase in services. Property taxes will likely be the primary funding source of operation and maintenance for the special districts.

b. *Transient Occupancy Taxes and Sales Taxes*

It is anticipated that due to the large component of lodging and recreational uses within the Specific Plan area, that a substantial amount of transient occupancy taxes and sales taxes will be generated. These taxes, of which the City receives a large portion, may be used by the

City to pay for services provided to the new and existing residents of Lathrop. These issues may require voter authorization.

c. *User Fees*

Primarily charged by utility providers, users' fees may be charged to pay for the cost of services. For example, the City of Lathrop through its Public Works Department may determine and assess a user fee for water and sewer service within the Specific Plan area.

d. *Special Assessments*

Special assessments may be charged against future residential and commercial users to pay for operation and maintenance of infrastructure items. The most commonly known special assessment is one which results from the formation of a Landscaping and Lighting District, enabled by the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500 et seq.) The intention of all special assessments is that the amount charged is equal to the cost of providing service.

Mello Roos districts also allow special taxes to pay for the operations and maintenance of facilities built or financed with special taxes. The operations and maintenance costs paid by special taxes must be in addition to those previously paid. The special taxes can not replace general fund revenues.

D. *Preliminary Financing Plan*

A Preliminary Financing Plan for public facilities and services is provided below for both Mossdale Village and Stewart Tract. The Financing Plan identifies appropriate funding mechanisms for public improvements and maintenance. The Financing Plan outlines a strategy for funding the costs of public infrastructure, community facilities and public services necessary to develop the West Lathrop Specific Plan area.

The following principles shall govern the implementation of the Financing Plan unless as otherwise stated in a Development Agreement:

Principle 1 - On the Stewart Tract, the Gold Rush City Theme Park shall be part of the first phase of development west of the Southern Pacific Railroad Tracks.

Principle 2 - There shall be no cost to the City's existing residents for facilities or services necessary to serve the proposed projects. All costs associated with the provision of municipal services shall be paid for by the project, be they on-site or off- site.

Principle 3 - Any consideration by the City of Lathrop to use project revenues to fund infrastructure, shall first ensure that the levels of City operated facilities and municipal services in a project area are of a quality not less than city operated facilities and services in the existing city.

Principle 4 - The City will consider using revenue generated from project development to help fund public improvements.

Principle 5 - The City will consider the use of any public financing mechanism that is deemed appropriate to help construct project infrastructure.

Principle 6 - The City will establish appropriate financing mechanisms to cover the cost of municipal services. Additionally, the City may aid in securing financing needed for capital infrastructure construction and maintenance. These mechanisms include but are not limited to the following:

- Establishment of Lighting and Landscape Districts, Reclamation Districts and user charges for operation and maintenance purposes.
- Establishment of Assessment Districts, Benefit Districts, Community Facilities Districts, Infrastructure Financing Districts and Joint Power Arrangements for capital construction.

Principle 7 - The City may enter into a Joint Power Agreement with the County, State or any other appropriate governmental agency that will facilitate the financing of necessary infrastructure improvements.

Principle 8 - The City may impose admission/entertainment taxes and parking taxes to facilitate the financing and servicing of development on the Stewart Tract.

Principle 9 - The City agrees to establish reimbursement mechanisms in the event that a development pays for infrastructure that exceeds what is needed by that development.

Principle 10 - The City shall consider implementing per-unit fees to accommodate financing infrastructure improvements or the reimbursement of costs fronted by one developer.

Principle 11 - The City and the developer(s) will actively pursue outside funding for regional infrastructure improvements that benefit the project(s).

Principle 12 - The City will assist developers of the plan area in obtaining private and public financing for both on and off site improvements.

1. Mossdale Village

Prior to final development plans being approved for any phase of the project, a detailed financing plan for the development area will be prepared. The detailed plan will identify appropriate funding mechanisms for public improvements and maintenance. The plan will outline a strategy for funding the costs of public infrastructure, community facilities and public services necessary to develop the desired area.

After the specific improvements to be financed have been determined and agreed to by the City, the City, the Developer(s) and any other involved public entity will mutually determine the appropriate public funding mechanism(s) to be used for the specified improvements.

a. Capital Improvement Program

As planned, Mossdale Village contains approximately 630 acres of land designated for private development. Waterways, open space, parks, public facilities, railroad facilities and roads account for approximately 532 acres. The following summarizes the estimated costs of the capital improvements necessary to develop Mossdale Village.

- 1. Circulation** - For development of the project, it is estimated that approximately \$29 million will be required for the construction of major on-site roads. It should be noted

that a portion of the off-site road costs attributable to the Stewart Tract as identified later in this section, are also required for the Mossdale Village project.

2. **Potable Water** - For development of the project, it is estimated that approximately \$5.3 million will be required for new facilities.
3. **Wastewater** - For development of the project, it is estimated that approximately \$8.9 million will be required for new facilities.
4. **Reclaimed Water** - For development of the project, it is estimated that approximately \$3.7 million will be required for new facilities.
5. **Storm Drainage** - For development of the project, it is estimated that approximately \$8.7 million will be required for storm drainage facilities.
6. **Trenched Utilities** - For development of the project, it is estimated that approximately \$7.1 million will be required for the project.

Table VI-3: Public Facilities Funding for Mossdale Village summarizes the financing measures which may be used to finance each public works component, as well as the responsible agency or person who will carry out each proposed improvement.

**Table VI-3:
Public Facilities Funding for Mossdale Village
West Lathrop Specific Plan**

<u>Capital Improvement</u>	<u>Capital Improvement Financing Options</u>	<u>Capital Improvement Responsibility</u>	<u>O&M Responsibility</u>
a. On-site streets/roads	Property Assessments Per Unit Fees Developer Contribution Area of Benefit Fees	Developers	City
b. Off-site streets and roads	Regional Fees Developer Contribution	Developers	City or other public agency
c. Transit	User Fees Developer Contribution	Developers, City	City, County, other public agency
d. Potable water	User Fees Hook-up Fees Developers Contribution Revenue Bonds Property Assessments Area of Benefit Fees	Developers	City, County, other public agency
e. Wastewater	User Fees Hook-up Fees Developers Contribution Revenue Bonds Property Assessments Area of Benefit Fees	Developers	City, County, other public agency

f. Reclaimed Wastewater	User Fees Hook-up Fees Developers Contribution Property Assessments Area of Benefit Fees	Developers	City, County, other public agency
g. Storm Drainage	Area of Benefit Fees Developers Contribution Property Assessments	Developers	City, County, other public agency
h. Trenched Utilities	Revenue Bonds Hook-up Fees User Fees	Utility Companies, Developers	Utility Companies
i. Intract Construction	Property Assessments Developer Funding	Developers	City
j. Schools	School Impact Fees State Funding Land Dedication	Manteca Unified SD	Manteca Unified School District; School Parks by City
k. Public Parks and OS	Land Dedication Developer Contribution	Developers	City

b. Other Financing Considerations

Another element of the overall Financing Plan for Mossdale Village will be the financing of operations and maintenance. With the exception of the public facilities which are operated and maintained by special service providers, the City of Lathrop will operate and maintain all public facilities in Mossdale Village. It is anticipated that incremental property taxes, sales taxes, transient occupancy taxes and other fees and taxes will be used to pay for the incremental cost of City services, however, additional assessments in the form of Lighting and Landscape Districts or other mechanisms, may also be required.

With respect to capital improvement phasing, all phases shall include the necessary infrastructure improvements required to service that phase. Prior to each final development plan, a detailed capital improvement phasing and financing plan will be developed.

2. Stewart Tract

Prior to final development plans being approved for any UDC, a detailed financing plan for the development area will be prepared. The detailed plan will identify appropriate mechanisms for funding public improvements and maintenance. The plan will outline a strategy for funding the costs of public infrastructure, community facilities and public services necessary to develop the project.

When the specific improvements to be financed are agreed upon by the City, the Developer and any other public entities which may be involved, appropriate funding mechanisms will

be created for individual improvements. Where necessary, the City will establish public financing districts and mechanisms to facilitate the funding of project requirements.

a. Capital Improvement Program

As planned, the Stewart Tract contains approximately 3,505 acres of land designated for private development. Lakes, open space, parks, public facilities, existing residential, railroad facilities and roads account for approximately 2,289 acres. Phase One, as identified earlier in this section, contains a total of approximately 2,875 acres, of which approximately 1,590 are designated for private development. The following summarizes the estimated costs of the capital improvements necessary to develop the Stewart Tract, as well as Phase One of the project.

- 1. Circulation** - For development of the project, it is estimated that approximately \$65 million will be required for new freeway access and \$30 million for major on-site roads. For Phase One, it is estimated that \$25 million will be required for new freeway access and \$11 million for major on-site roads.
- 2. Potable Water** - For development of the project, it is estimated that approximately \$26 million will be required for new facilities and it is estimated that \$9.5 million will be required for Phase One.
- 3. Wastewater** - For development of the project, it is estimated that approximately \$41.0 million will be required for new facilities and it is estimated that \$19 million will be required for Phase One.
- 4. Reclaimed Wastewater** - For development of the project, it is estimated that approximately \$6.9 million will be required for new facilities and it is estimated that \$3.1 million will be required for Phase One.
- 5. Storm Drainage** - For development of the project, it is estimated that approximately \$15.5 million will be required for storm drainage facilities and \$2.5 million for interior lake excavation. For Phase One, it is estimated that \$6.3 million will be required for storm drainage facilities and \$750,000 for interior lake excavation.
- 6. Trenched Utilities** - For development of the project, it is estimated that approximately \$17.2 million will be required for the project and it is estimated that approximately \$13.4 million will be required for Phase One.
- 7. Levees** - For development of the project, it is estimated that approximately \$15.7 million will be required for the project and it is estimated that approximately \$15.7 million will be required for Phase One.

Table VI-4: Public Facilities Funding for Stewart Tract summarizes the financing measures which may be used to finance each public works component, as well as the responsible agency or person who will carry out each proposed improvement.

**Table VI-4:
Public Facilities Funding for Stewart Tract
West Lathrop Specific Plan**

<u>Capital Improvement</u>	<u>Capital Improvement Financing Options</u>	<u>Capital Improvement Responsibility</u>	<u>O&M Responsibility</u>
a. On-site streets/roads	Property Assessments/Mello Roos Incremental Tax Financing Per Unit Fees Developer Contribution Area of Benefit Fees	Developers/P.O.	City for public road; Developers private roads
b. Off-site streets and roads	Regional Fees Developer Contribution Mossdale Village Contribution Property Assessments/Mello Roos Incremental Tax Financing	Developers/P.O. Mossdale Village	City or other public agency
c. Transit	Incremental Tax Financing User Fees Developer Contribution	Developers, City, County	City or other public agency
d. Potable water	User Fees Hook-up Fees Developers Contribution Revenue Bonds Property Assessments/Mello Roos Area of Benefit Fees	Developers/P.O.	City or other public agency
e. Wastewater	User Fees Hook-up Fees Developers Contribution Revenue Bonds Property Assessments/Mello Roos Area of Benefit Fees	Developers/P.O.	City or other public agency
f. Reclaimed Wastewater	User Fees Hook-up Fees Developers Contribution Property Assessments Area of Benefit Fees	Developers/P.O.	City or other public agency
g. Storm Drainage	Incremental Tax Financing Developers Contribution Property Assessments/Mello Roos Area of Benefit Fees	Developers/P.O.	City or other public agency

h. Trenched Utilities	Revenue Bonds Hook-up Fees User Fees	Utility Companies, Developers	Utility Companies
i. Levees	Developer Contribution Area of Benefits Fees Property Assessments/Mello Roos	Developers/P.O.	City, County or other public agency
j. Intract Construction	Property Assessments Developer Funding	Developers	City
k. Community Facilities (Civic Center, Library, Art Center, Public Art)	Incremental Tax Funding Developer Contribution Impact Fees	City, Developers	City
l. Schools	School Impact Fees State Funding Land Dedication	Tracy High School Banta Elementary	Tracy High School, Banta Elementary; School Parks by City
m. Public Parks and Open Space	Land Dedication Developer Contribution	Developers	City
n. Fire Station and Equipment	Land Dedication Developer Contribution Incremental Tax Financing Mello Roos	Developers, Fire District Provider	Tracy Fire District, Manteca/Lathrop Fire District
o. Police Station and Equipment	Land Dedication Developer Contribution Incremental Tax Financing Mello Roos	Developers	City

b. Other Financing Considerations

Another element of the overall Financing Plan for Stewart Tract will be the financing of operation and maintenance. With the exception of the public facilities which are operated and maintained by special service providers, the City of Lathrop will operate and maintain all public facilities on the Stewart Tract. It is anticipated that incremental property taxes, sales taxes, transient occupancy taxes and other fees and taxes will be adequate to pay for the entire cost of City services. It is anticipated that the increase in services required by the Stewart Tract will approximately double the City's current budget for operation and maintenance. The City may choose to implement Landscaping and Lighting Districts, or other appropriate financing mechanisms, to facilitate the provision of service to the area.

c. Subsequent Entitlements

It is anticipated that the City and the developers of the Stewart Tract will enter into a development agreement. It is further anticipated that, to the extent necessary to ensure that adequate financing will be available for the construction, operation and maintenance of public facilities and infrastructure, a detailed financial analysis will be required for each UDC,

including the projected fee and tax revenues generated by development within the UDC, and a discussion of the financing mechanisms to be used in connection with, and the projected costs of the construction, operation and maintenance of public facilities and infrastructure within the UDC.

E. City Approval Process

The City of Lathrop Community Development Department will be the lead agency in reviewing and approving all development projects for the West Lathrop Specific Plan. This section describes the review processes that the City will utilize in approving new development. The processes balance the need to protect the public interest with streamlining the process for developers and contractors. Streamlining the approval process is key to the success of orderly development that is consistent with this Specific Plan, the general plan and other applicable land use laws and regulations. Streamlining also eliminates redundancy and simplifies the review process. Once an approval is obtained, a developer or contractor has assurance that he or she may develop their project without the need for further reviews or permits.

The level and type of review will depend on the specific land uses, building types and impacts on the surrounding environment. The EIR prepared for the Specific Plan will minimize, or eliminate in some cases, the need for further environmental review for specific projects within the village.

Upon submission of any application for an approval, the City shall promptly commence and complete all steps necessary to act on the application. To this end, the applicant promptly shall provide to the City all information that is reasonably requested by the City and is reasonably necessary to assist the City in its consideration of any such application.

The City in any development agreement may commit to developing and implementing fast-track municipal development procedures, including those for design review, building inspection, and permitting processes for the Specific Plan area, to the end that design and construction in the Specific Plan area may proceed expeditiously and not be subject to undue delays or costs.

The City may employ contract personnel, at the applicant's expense, to perform plan checking, inspection of public improvements, engineering services, building inspection services, and other similar services.

From time to time, the applicant will request amendments to the General Plan or the Specific Plan to respond to changing circumstances and conditions. Unless otherwise specified in a development agreement, Specific Plans shall be prepared, adopted and amended in the same manner as general plans in accordance with the California Government Code Sections 65453-65454, except that specific plans may be adopted by resolution or by ordinance. This plan may be amended as necessary in the same manner it was adopted, by ordinance. Said amendment or amendments shall not require a concurrent general plan amendment unless it is determined by City Staff that the proposed amendment would substantively affect the General Plan goals, objectives, policies or programs. No amendment to this Specific Plan

shall be necessary to permit development within any of the land use plan areas shown on Figure 5 in Chapter III, provided the land use is one that is permitted somewhere within that land use plan area. An environmental assessment form shall accompany the proposed amendment, but it is presumed that the EIR approved for the plan area includes all future development for the specific plan. If further environmental documentation were required, in special cases, it would be a focused analysis and action as documented in, among other places, Sections 15162 and 15182 of the CEQA guidelines.

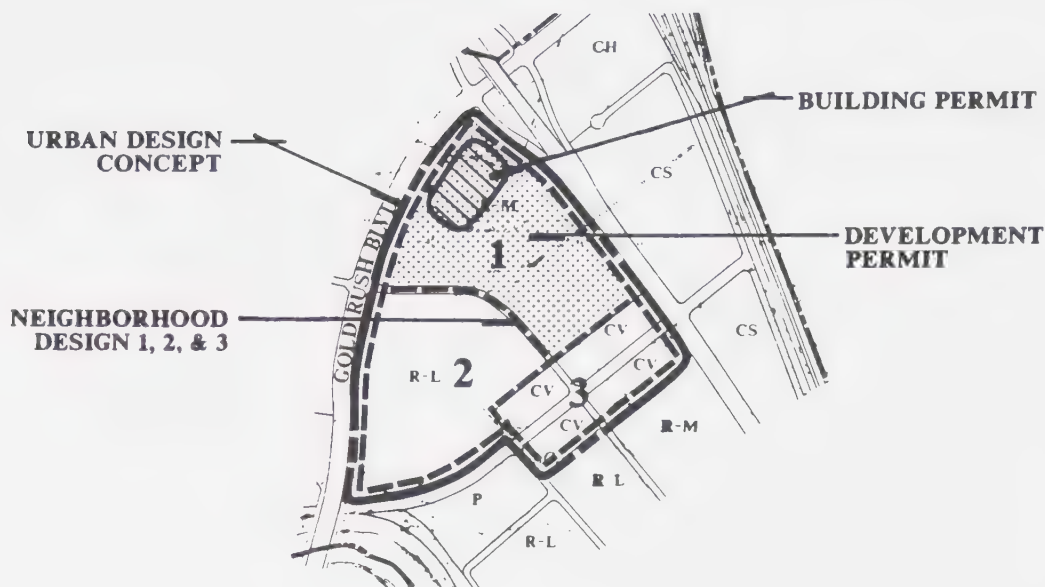
Unless otherwise specified in a development agreement, the City is under no obligation to approve any such application and may, in the exercise of its legislative discretion, approve, deny, condition, or otherwise require modifications in any application by the applicant for an amendment to the General Plan or the Specific Plan.

1. *Review Process for Proposed Uses in Mossdale Village*

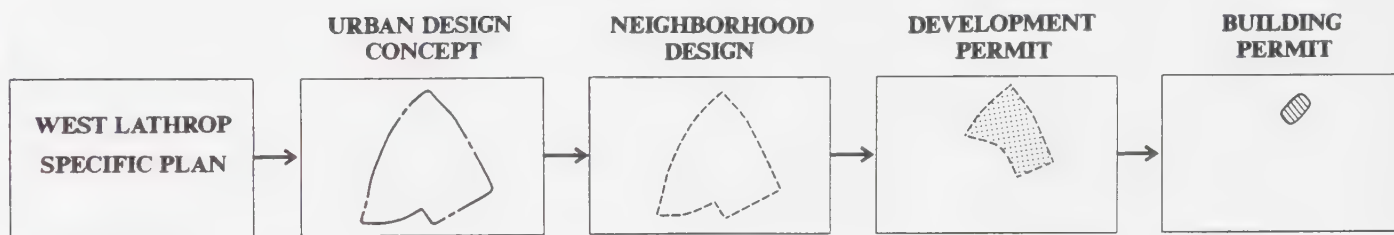
The following review process will be followed for approving development within Mossdale Village. See the diagram which follows of the Mossdale Village Approval Process.

- a. *Urban Design Concept* - The UDC is a discretionary permit reviewed, modified or approved by the Planning Commission. Prior to the establishment of any use within a planned unit of development (such as the Village Center), an applicant must first provide an urban design concept that encompasses an entire planned unit of development (PUD). This will entail maps drawn to scale that indicate what intended structure massing(s), parking areas, signage program, land uses, landscaping and circulation patterns will be proposed for the planned unit in accordance with the appropriate development standards set forth by this Specific Plan. The application shall also include an anticipated schedule for development and a detailed financing plan outlining how all public improvements will be financed. Residential uses will also include any common areas, such as parks, streetscapes, trails and pedestrian paths. The Planning Commission will hold a public hearing prior to any action on the application. A UDC must be approved prior to acceptance of any development or building permits for a planned unit of development. Any amendments or modifications to an approved design concept must be reviewed and approved by the Planning Commission through the same process as the original application. The urban design concept will likely begin with the submittal of a tentative map for major subdivisions in accordance with the Lathrop Subdivision code.

Mosssdale Village Approval Process



MOSSDALE VILLAGE



The boundaries of a UDC are within the discretion of the applicant. If a UDC includes only part of a PUD District, the procedures described below assess the effect of the UDC on the full development of that PUD District. However, to the extent that a UDC's boundaries follow the boundaries of PUD Districts and/or phasing areas, both planning and approvals may be more straightforward. A UDC must comply with several requirements.

- Each zoning district described in Chapter V: Community Design of this Specific Plan permits identified uses within the UDC areas. Each of those uses has a set of development standards associated with it. A UDC must be limited to permitted uses and compatible with the application of the applicable development standards.
- With each PUD District, this Specific Plan (in Chapter III: Land Use) assigns minimum and maximum intensity of uses (expressed as total acreage or square footage or density of dwelling units). A UDC must propose uses consistent with those limits. In

addition, if the UDC does not include the entire PUD District, it must contain sufficient planning of the remainder of the PUD District to assure the City that the entire PUD district can be developed consistent with the Specific Plan.

This Specific Plan describes explicit performance standards for infrastructure improvements. Each UDC must include infrastructure improvements and other facilities that are designed to satisfy each of the Performance Standards set out in this Specific Plan. In addition, infrastructure must be compatible with future development under this Specific Plan and approved UDC's and provide excess capacity to serve future buildout of the Stewart Tract, where providing excess infrastructure capacity is the most efficient method of serving the long-term needs of development of the Stewart Tract.

City Consideration of Applications. The Planning Commission must approve the UDC prior to acceptance of any development or building permits for a planned unit of development. To approve a UDC, the Planning Commission must make the following findings:

- The UDC is consistent with the Lathrop General Plan, the West Lathrop Specific Plan and applicable sections of the Lathrop Zoning Code.
- The UDC does not set forth any land uses or necessarily result in subsequent development that would cause a detrimental effect to the public health, safety or welfare.
- The UDC includes a larger design for any PUD District, part of which is covered by the UDC. Such design for the entire PUD District is consistent with the West Lathrop Specific Plan.
- The UDC meets all of the standards set forth in the applicable zoning classification(s) found in Chapter V: Community Design.
- The infrastructure improvements set forth in the UDC meet the explicit performance standards for the infrastructure improvements as described in Section VI.B.6.a(iii) of this Specific Plan. In addition, such improvements are compatible with approved UDCs and future development under this Specific Plan and, where appropriate, provide excess capacity to serve future buildout of the Mossdale Village. (Providing excess infrastructure capacity is appropriate where it is the most efficient method of serving the long-term infrastructure needs of development of Mossdale Village.)
- b. *Neighborhood Design Review* - The NDR is a discretionary permit. An integral part of the subdivision review process will be Neighborhood Design Review. The Neighborhood Design Review process shall be conducted by Community Development staff concurrently with the tentative map process to ensure that new neighborhoods are created and maintained under the policies and guidelines of this Specific Plan by reviewing plans and elevations submitted by developers. The following standards shall be met for each proposed project:
 - An architectural theme shall be developed for a proposed subdivision. The theme shall pertain not only to the dwelling units proposed, but to the signage and landscaping (streetscape) involved as well. Design elements utilized for the theme will be reviewed by staff for internal consistency and compatibility.

Innovative site and building plans shall be utilized that not only meet the minimum development standards, but also provide for variety in creating desirable streetscapes, by implementing the following techniques:

- (1) *Varied front and side building elevations.*
- (2) *Variations in building height.*
- (3) *Varied garage/living space front yard setbacks.*
- (4) *Varied and carefully articulated garage elevations (such as offsetting garage faces, side-loading garages, columns separating garage doors or overhangs).*
- (5) *Variations in lot width.*
- (6) *Use of one-story massing on the ends of some two-story dwellings.*

At least two of the above techniques shall be utilized to create variety among local streetscapes.

- c. *Development Permit* - Subsequent to the adoption of the urban design concept and/or neighborhood design review, the appropriate development permit for multi-family or non-residential uses will be processed; a site plan review for certain permitted uses or a conditional use permit for conditionally permitted uses will be processed. Single family homes will not need this level of review and will be reviewed during building permit review. Please see the corresponding sections below for a complete description of the proper development permits.
- d. *Building Permit Review and Plan Checking* - Decisions and recommendations made by the architectural review committee will be included in building plans (construction drawings) that will reviewed as part of a building permit application. The City staff will review construction drawings for specific development proposals as part of its building permit process as described later in this section.

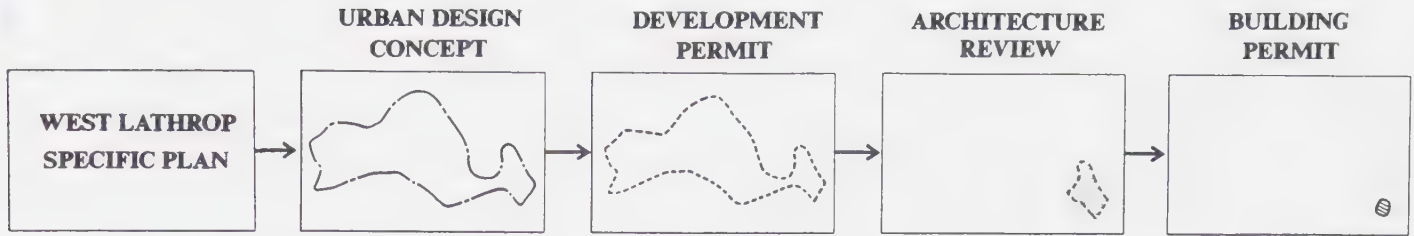
2. *Review Process for Proposed Uses on the Stewart Tract*

Since the Stewart Tract contains very specialized and complex types of development, it is necessary to follow a somewhat different process in reviewing development proposals in this planning area. The following review process will be followed for approving development with Stewart Tract. See the diagram which follows of the Stewart Tract Approval Process.

- a. *Design Review Board* - The Design Review Board, as described in the Community Design Chapter, will be responsible for preliminary review and approval of all Urban Design Concept proposals within Stewart Tract prior to their submittal to the city, to ensure their consistency with the Specific Plan concept in vision and quality. It is expected that the DRB will establish its own procedures for application submittal and review. In addition to the preliminary review at the Urban Design Concept stage, the DRB will be responsible for detailed review of all development proposals within Stewart Tract prior to any development permit or building permit review and approval.
- b. *Urban Design Concept* - The UDC is a discretionary permit reviewed, modified or approved by the Planning Commission following DRB review. Prior to the establishment of any use within a Zoning District, an applicant must first provide an

The urban design concept may also involve the submittal of a tentative map for major subdivisions in accordance with the Lathrop Subdivision Code.

STEWART TRACT



The boundaries of a UDC are within the discretion of the applicant. However, to the extent that a UDC's boundaries follow the boundaries of Zoning Districts and/or phasing areas, both planning and approvals may be more straightforward. To the extent a UDC includes only part of a Zoning District, the procedures described below will assess the effect of the UDC on the full development of that Zoning District.

The Applicant must provide sufficient information in the UDC to support the findings identified below.

City Consideration of Applications. Following initial review of the application by the DRB, the application will be submitted to the Planning Commission for consideration. The Planning commission must approve the UDC prior to acceptance of any development or building permits for any development within the UDC Area. The UDC is an adjudicatory approval. To approve a UDC, the Planning Commission must make the following findings based on substantial evidence in the record:

- The UDC is consistent with the Lathrop General Plan, the West Lathrop Specific Plan, and applicable sections of the Lathrop Zoning Code. (Particular attention should be paid to consistency with the Specific Plan's Land Use Program in Chapter III: Land Use and the development standards for particular land uses in Chapter V: Community Design.)
- The UDC does not set forth any land uses or necessarily result in subsequent development that would cause a detrimental effect to the public health, safety or welfare.
- For any Zoning District, part of which is included in the UDC Area, the UDC includes a design for the entire Zoning District. Such design contains sufficient planning of the Zoning District to assure the City that the entire Zoning District can be developed consistent with the West Lathrop Specific Plan.
- The infrastructure improvements set forth in the UDC meet the explicit performance standards for the infrastructure improvements as described in Section VI.B.6.a(iii) of this Specific Plan. In addition, such improvements are compatible with approved UDCs and future development under this Specific Plan and, where appropriate, provide excess capacity to serve future buildout of the Stewart Tract. (Providing excess infrastructure capacity is appropriate where it is the most efficient method of serving the long-term infrastructure needs of development of Stewart Tract.)

- The proposed construction schedule in the UDC is consistent with the sequence of development anticipated by this Specific Plan.
 - The financing plan in the UDC proposes adequate financing for development within the UDC Area.
 - c. *Development Permit* - Subsequent to the adoption of the urban design concept, the appropriate development permit - a site plan review for permitted uses or a conditional use permit for conditionally permitted uses - will be processed in conjunction with City staff and the DRB approval. See the corresponding sections below for a complete description of these development permits.
 - d. *Architectural Review* - An architectural review will be conducted by the DRB for all proposals in this planning area. The City's involvement will be limited to designating a staff person to serve on the DRB.
 - e. *Building Permit Review and Plan Checking* - Decisions and recommendations made by the DRB will be included in building plans (construction drawings) that will be reviewed as part of a building permit application. The City staff will review construction drawings for specific development proposals as part of its building permit process as described later in this section.
 - f. *Minor Amendments* - Minor amendments of approvals shall, to the extent permitted by law, be approved without notice or public hearing.
- The infrastructure improvements set forth in the UDC meet the explicit performance standards for infrastructure improvements as described in Section VI.B6.a(iii) of this Specific Plan. In addition, such improvements are compatible with approved UDCs and future development under this Specific Plan and were appropriate provide excess capacity to serve future buildout of the Stewart Tract. (Providing excess infrastructure capacity is appropriate where it is the most efficient method of service the long-term infrastructure needs of development of the Stewart Tract.
- Any residential development will maintain a high quality of residential design in harmony with and enhancing the character of the surrounding neighborhood and community.

3. *Processing of Individual Permits and Approvals*

a. *Subdivision and Development Permit Review in General*

The following list briefly identifies the various levels of review and approval for specific development projects in the West Lathrop Specific Plan area. This is followed by a more detailed description of each of these review and approval procedures.

The following permits are discretionary:

- Subdivision Review - there will be two levels of subdivision approvals. For subdivisions that create fewer than five parcels, a parcel map application will be utilized and for subdivisions of five or more parcels, a tentative map application will be utilized. In some cases, a lot line adjustment may be appropriate.

- Planned Unit Development Permits (PUD) - By City ordinance, PUDs can be applied either by rezoning the subject property to a PUD zoning district or through issuance of a conditional use permit, in which case the property is not actually rezoned. PUDs will be utilized when a particular mix of uses would not fit within the requirements of any single zoning district under the Specific Plan or Lathrop Zoning Code, but still meets the plan objectives of the Specific Plan.
- Conditional Use Permits - the conditional use permit will be utilized in situations where more discretion is needed to determine the impacts of a proposed use. These permits would be approved or denied by the Planning Commission.

The following permits are not discretionary:

- Site Plan Review - site plan review applications will be utilized for the majority of uses listed as "permitted uses". These permits would be approved by City planning staff.
- Administrative Approval - administrative approval applications will be utilized for certain permitted uses that do not require the more detailed standards provided for under Site Plan Review. These permits will be reviewed and approved by City planning staff.
- Building Permits - review of building permit plans by planning staff will also be utilized for certain permitted uses that are smaller in scope and often accessory in nature. Single family dwellings and accessory structures to these dwellings, such as garden structures, accessory buildings, shops and tool sheds would be reviewed during the building permit process.

Except as otherwise specifically required in this Specific Plan, all applications for the approvals listed above that are consistent with the General and Specific Plans, the applicable zoning, the applicable Urban Design Concept, the applicable Performance Standards, and any applicable development agreement, each as they may from time to time be amended, shall be considered by the Community Development Director and given approval subject only to the satisfaction of the criteria for such approvals that are set forth in this Specific Plan.

If, for any reason, the Director denies acceptance of an application for an approval listed above or fails to grant approval of the application, the Director shall, upon the applicant's written request, advise the applicant in writing of the grounds for disapproval and shall set forth to the extent deemed feasible by the Director the actions or modifications required of the applicant to respond to the grounds of denial. The applicant may, within ten (10) days after receiving the Director's written grounds for denial of the application, request in writing an appeal of the Director's decision, in which case the matter shall be scheduled for consideration and review by the Planning Commission within sixty (60) days after such written request for an appeal.

b. *Subdivision Review (Discretionary Permit)*

- (i) *Parcel Maps* - For subdivisions that create fewer than five parcels, the parcel map application will be utilized. Parcel maps (as prescribed by the state Subdivision Map Act) can be reviewed and approved by Planning staff with little or no environmental

review. Few residential subdivisions (if any) within Mossdale Village will utilize this process, since most subdivisions will be "master planned" in larger parcel areas and will utilize the tentative map process. Parcel maps will more likely be implemented when the village becomes more "built out" subsequent to tentative maps being filed and development having already occurred or with smaller commercial areas, such as the service commercial area. All parcel maps shall meet all requirements of the State Subdivision Map Act and the Lathrop Subdivision Ordinance.

- (ii) *Tentative Maps* - For subdivisions of five or more parcels, the tentative map application will be utilized. Depending on the size of the subdivision, the detail of environmental review will vary, but it is envisioned that most tentative map subdivisions will rely on the EIR developed for the West Lathrop Specific Plan. As a result, subsequent EIR's will not likely be necessary or may be more "focused" on one or more areas of concern. Tentative maps will be reviewed and approved by the City Council after review and recommendation of the Planning Commission.
- (iii). *Other* - Including lot line adjustments, mergers and all other applications found in the State Subdivision Map Act.

c. *Planned Unit Development Permits (PUD) (Discretionary Permit)*

Planned Unit Developments (PUD's), involving the careful application of design, are encouraged to achieve a more functional, aesthetically pleasing and harmonious living and working environment within the City which otherwise might not be possible by strict adherence to the regulations of the Specific Plan or the Lathrop Zoning Code, but still meets the plan objectives of the Specific Plan.

A PUD can be applied by rezoning the subject property to the PUD zoning district. Alternatively, in order to provide locations for more precise planned developments, the Planning Commission is empowered to grant use permits (in accordance with conditional use permits listed below) for planned unit developments, provided that such developments comply with the regulations prescribed in this section. The approval of a PUD that is not designated by the General Plan is intended to be discretionary on the part of the City rather than an entitlement of a landowner. A PUD granted through a conditional use permit may be located in any zoning district other than a RX-MV District upon the granting of a use permit in accordance with the provisions of this section.

d. *Conditional Use Permits (Discretionary Permit)*

In certain districts, conditional uses are permitted subject to the granting of a use permit. Because of their unusual characteristics, conditional uses require special site plan consideration and a correspondingly higher level of review so that they may be located and designed properly with respect to the objectives of this Specific Plan and the Lathrop Zoning Code and with respect to their effects on surrounding properties. Conditional use permits are granted by the Planning Commission in order to provide the additional flexibility necessary to achieve the objectives of this Specific Plan and the Lathrop Zoning Code.

(i) *Review and Approval of Conditional Use Permits*

At a public hearing, the Planning Commission shall review the information, statements and maps submitted with the required application. The Commission will act upon the evidence contained in the application and on information and testimony received during the public hearing. In order to approve a conditional use permit, the Commission must make the following findings:

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the district in which the site is located.
2. That the proposed use will comply with each of the applicable provisions of the Specific Plan and/or the Lathrop Zoning Code.
3. That the use will not involve any process, equipment or materials which, in the opinion of the Commission, will be objectionable to persons living or working in the vicinity by reasons of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried wastes, noise, vibration, illumination, glare or unsightliness or to involve any hazard of fire or explosion.
4. That the proposed use will be harmonious with existing structures and use of land in the vicinity.

(ii) *In addition, a site map must be submitted that will also enable the Commission to make the following additional findings:*

1. All applicable provisions of the Specific Plan and/or the Lathrop Zoning Code are complied with.
2. The following are arranged so that traffic congestion is avoided and pedestrian and vehicular safety and welfare are protected and there will be no significant adverse effect on surrounding property:
 - a. *All facilities and improvements.*
 - b. *Vehicular ingress, egress and internal circulation.*
 - c. *Setbacks.*
 - d. *Height of buildings.*
 - e. *Location of utilities and other services.*
 - f. *Walls.*
 - g. *Landscaping, including screen landscaping and street trees.*
 - h. *Drainage of site.*
 - g. *Trash enclosures and refuse pickup.*
3. Proposed lighting is so arranged as to deflect the light away from adjoining properties.
4. Proposed signs will comply with all applicable provisions of the Specific Plan and/or the Lathrop Zoning Code.

In making the above findings, the Commission shall determine that approvals will be consistent with established legislative policies with respect to traffic safety, street dedication and street improvements as stipulated by the Specific Plan and the Lathrop Zoning Code.

In approving a conditional use permit, the Planning Commission shall state those conditions of approval necessary to protect the public health, safety and general welfare. Such conditions may cover any of the considerations listed above or in other applicable sections of this Specific Plan or the Lathrop Zoning Code.

An appeal of a denial by the Planning Commission or a request for modification of conditions for an approved conditional use permit will be held at the first regular meeting of the City Council held more than 10 days after a decision on a conditional use permit by the Planning Commission. The Council may affirm, reverse or modify a decision of the Planning Commission. Any decision made by the Council shall be made by resolution and will become final.

e. Site Plan Review (Not Discretionary)

The purpose of the site plan review process is to enable the Planning staff to make a finding that a proposed development is in conformity with the intent and provisions of the Specific Plan and the Lathrop Zoning Code and to guide the Building Official in the issuance of building permits. More specifically, site plan review is provided to ensure the following:

- That structures, parking areas, walks, refuse containers, landscaping and street improvements are properly related to their sites and to surrounding sites and structures.
- To prevent excessive grading of the land and creation of drainage hazards
- To prevent the indiscriminate clearing of property and the destruction of trees and shrubs of ornamental value
- To avoid unsightly, inharmonious, monotonous and hazardous site development, and to encourage originality in site design and development in a manner which will enhance the physical appearance and attractiveness of the community. The site plan review process is intended to provide for expeditious review of environmental impact assessments required by official policy of the City and laws of the State of California.
- That adequate soil compaction tests and geotechnical analysis of soils are performed prior to construction of commercial, residential, industrial, institutional and public development projects.
- That areas where building construction has been determined to be inappropriate because of hazardous conditions have been made a part of the recreation and open space systems.

(i) Review and Approval of Site Plan Review Permits

The applicant shall submit a site plan consistent with the provisions of Section 187.02 of the Lathrop Zoning Code, along with other information required by the City. The application shall be reviewed and approved by Planning Division staff by making the following findings:

- That the site plan complies with all applicable provisions of the Specific Plan and the Lathrop Zoning Code.

The following are so arranged that traffic congestion is avoided and that pedestrian and vehicular safety and welfare are protected and there will not be significant adverse effect on surrounding property:

- (1) *Facilities and improvements.*
- (2) *Vehicular ingress, egress, internal circulation and off-street parking and loading.*
- (3) *Setbacks.*
- (4) *Height of buildings.*
- (5) *Location of service.*
- (6) *Walls and fences.*
- (7) *Landscaping, including screen planting and street trees.*
- (8) *Drainage of site.*
- (9) *Refuse enclosures.*

Proposed lighting is so arranged as to deflect the light away from adjoining properties.
Proposed signs will comply with all of the applicable provisions of the Specific Plan and the Lathrop Zoning Code.
That adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels as stipulated by the Master EIR.

In making the above findings, the Community Development Director shall determine that approvals will be consistent with established legislative policies relating to traffic safety, street dedications and street improvements, environmental quality, and to zoning, fire, police, building and health codes.

In approving a site plan review, the Community Development Director shall state those conditions of approval necessary to protect the public health, safety and general welfare. Such conditions may cover any of the considerations listed above or in other applicable sections of this Specific Plan or the Lathrop Zoning Code.

An appeal in response to a denial by the Community Development Director or a request for modification of conditions for an approved site plan review permit will be held at the first regular meeting of the Planning Commission held more than 10 days after a decision by the Community Development Director. The Commission may take action to affirm, reverse or modify a decision of the Community Development Director. Any decision made by the Commission may be appealed to the City Council as provided for in the Lathrop Zoning Code.

f. Administrative Approval Permits (Not Discretionary)

The purpose of requiring administrative approval of certain permitted uses is to determine whether or not a particular use meets the minimum standards of the Specific Plan and the Lathrop Zoning Code or should be treated as a conditional use because of the conditions of the case. This level of review is used most often for those uses in which anticipated affects to the environment are minimal or non-existent.

(i) *Review and Approval of an Administrative Approval Permit*

Information (including a site map in accordance with Section 185.02 of the Lathrop Zoning Code) will be submitted for review and approval by Planning division staff. In approving an administrative approval permit, the Community Development Director shall make the following findings:

- That the proposed location of the permitted use is in accordance with the objectives of the Specific Plan and the Lathrop Zoning Code and the purposes of the district in which the site is located.
- That the proposed use will comply with each of the applicable provisions of the Specific Plan and the Lathrop Zoning Code.
- That the use will not involve any process, equipment or materials which, in the opinion of the Director, will be objectionable to persons living or working in the vicinity by reasons of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried wastes, noise, vibration, illumination, glare or unsightliness or to involve any hazard of fire or explosion.
- That the proposed use will be harmonious with existing structures and use of land in the vicinity.

In approving an administrative approval, the Community Development Director shall state those conditions of approval necessary to protect the public health, safety and general welfare. Such conditions may cover any of the considerations listed above or in other applicable sections of this Specific Plan or the Lathrop Zoning Code.

An appeal in response to a denial by the Community Development Director or a request for modification of conditions for an approved administrative approval permit will be held at the first regular meeting of the Planning Commission held more than 10 days after a decision by the Community Development Director. The Commission may take action to affirm, reverse or modify a decision of the Community Development Director. Any decision made by the Commission may be appealed to the City Council as provided for by the Lathrop Zoning Code.

g. *Building Permit Review (Not Discretionary)*

Building permit applications and reviews will be conducted in accordance with adopted City policy, including adoption of applicable building codes such as the Uniform Building Code and Uniform Fire Code. A building permit application will not be accepted until the Design Review Board has reviewed and approved the application.

F. Relationship of the Specific Plan's Environmental Document to Subsequent Discretionary Projects.

1. Projects that will be exempt from additional environmental documentation

Projects listed as statutorily or categorically exempt under the California Environmental Quality Act, as amended, shall be considered as exempt in this plan.

2. Projects that will require additional environmental documentation

For all projects that may require additional environmental review, other than those which are statutorily or categorically exempt, an Initial Study will be completed for each project. If all impacts have been adequately covered in the West Lathrop Specific Plan EIR, a Negative Declaration may be issued depending on the extent of the project. For those projects that have impacts that are significant and unavoidable and which exceed the scope of the West Lathrop Specific Plan EIR, a subsequent supplemental or focused EIR will be required.

G. CEQA Compliance

The City shall attempt to streamline the environmental review of application under CEQA including relying on any existing EIR to the extent permitted by law. When conducting the environmental review for any application for an approval, the City shall review the Mitigation Monitoring Program adopted in connection with the 1995 West Lathrop Specific Plan EIR for development of the Stewart Tract to determine if any mitigation measure contained in the Mitigation Monitoring Program should be incorporated into the design of, or added as a condition of approval to, such approval.

H. Specific Plan Enforcement

Any violation of the requirements of the Specific Plan as adopted by the City Council shall be enforced in the same manner as a violation of the Zoning Ordinance.



APPENDICES



APPENDIX A

PRELIMINARY

LIST OF PERMITTING AGENCIES AND PERMITS

West Lathrop Specific Plan & EIR

April 7, 1995

A. California Department of Conservation:

1. Permit required for:
 - a. Capping or drilling of any oil or gas well.
 - b. Statement required from City justifying decision by developer not to extract sand from the MRZ-2 deposit between the I-5/SR 120 freeway merge and the Southern Pacific Railroad.
2. Contact:
 - a. Division of Oil & Gas, (916) 445-9686, 20th Floor, 801 K Street, Sacramento, CA 95814.
 - b. Denise Jones, Mining & Geology Board for sand extraction exemption, (916) 322-1082, 24th Floor, 801 K Street, Sacramento, CA 95814.

B. California Energy Commission:

1. Permit required for:
 - a. Notice of Intention (NOI) & Application For Certification (AFC) of small cogeneration power plant of 50 megawatts or more.
 - b. Small power plant exemption from NOI, with certification directly for plant of 300 megawatt or less, and with an expedited 12 month AFC process.
2. Contact: Siting Office, California Energy Commission, (916) 654-5100, 1516 Ninth Street, MS-15, Sacramento 95814.

C. California Environmental Protection Agency (EPA), Air Resources Board:

Will mediate the resolution of any conflicts on air quality compliance that may arise with the San Joaquin Valley Unified Air Pollution Control District or Federal EPA.

1. Permit required by SJVUAPCD for:
 - a. Authority to construct a facility or equipment which may emit pollutants from a stationary source to assure compliance with national, state and regional emission standards.
 - b. Permit to operate, Same as under a., above.
2. Contact: SJVUAPCD, (209) 497-2057, 1999 Tuolumne Street, Suite 200, Fresno, CA 93721, or branch office at Salida (north Modesto), 4230 Kieman Avenue, Salida, CA.

D. Cal EPA, Department of Pesticide Regulation:

1. Permit required for:
 - a. Use/application of restricted materials pesticide on agricultural crops, golf courses, parks, rights-of-way.
 - b. Use/application of restricted materials pesticide for industrial/institutional purpose.
2. Contact: San Joaquin County Agricultural Commissioner, (209) 468-3300, 1868 E. Hazelton Avenue, Stockton, CA 95201.

E. Cal EPA, Department of Toxic Substances Control:

1. Permit required for: Storage or disposal of hazardous waste (as described by law). Includes on-site storage in tanks, certain kinds of treatment and on-site or off-site disposal. Need a site assessment by qualified engineer to determine if any toxic materials are on site, including buildup of toxic chemicals in soil. Prudent to have assessment made even if suspect that nothing is present.
2. Contact: Cal Dept. of Health Services, April Moses, (916) 324-3119, 10151 Croydon Way, Sacramento, CA 95827.

F. Cal EPA, State Water Resources Control Board:

1. Permit required for:
 - a. Permit to appropriate water from a surface stream or channel for direct use on nonriparian land, or seasonal storage in a reservoir (onstream or offstream). Not required for purchased water, pumping from a groundwater basin, proper exercise of a riparian right or continued exercise of an appropriative right established before 12/19/94.
 - b. Statement of water diversion and use under a riparian claim or appropriative right.
2. Contact: Mike Falkenstein, Division of Water Rights, (916) 657-1377, P.O. Box 2000, Sacramento, CA 95812-2000. (located at "S" and Alhambra Streets).

G. Cal EPA, Regional Water Quality Control Board:

1. Permits required for:
 - a. National Pollutant Discharge Elimination System Permit (NPDES) for sewage treatment plants, storm water runoff, flood discharge, dredge spoil discharge, sand mining and groundwater discharge operations. A 401 certification required for discharge to streams. Permits also required for discharge occurring during construction activities.
 - b. Water discharge requirements to ground must be meet. Includes drainage from agricultural operations, waste materials, construction or dredging and municipal or industrial wastes if intend to percolate through soil mantel.
 - c. Toxic pits (if any) cleanup (involving any type of impoundment).
 - d. Underground storage of hazardous substances.
2. Contact: Regional Board staff., (916) 255-3000, 3443 Routier Road, Suite A, Sacramento, CA 95827-3098.

H. Department of Fish & Game:

1. Permits required for:
 - a. Streambed alteration, involving water diversion or any change to streambed. Requires 1601 agreement for public project and 1603 agreement for private project.
 - b. Standard or special suction dredging permit, for suction dredging involving an intake under 8" in diameter or over 8" in diameter. Project site is within Zone F which is open to dredging throughout the year.
2. Contact: F & G staff, (916) 355-0978, 1701 Nimbus Road, Rancho Cordova, CA 95670.

I. Department of Health Services:

1. Permits required for:
 - a. Medical waste treatment facility permit (if have an on-site medical facility of any kind involving disposal of medical waste), from Environmental Health Division.
 - b. Permit to operate a public water system, from Office of Drinking Water.
2. Contact: Medical waste management staff, (916) 322-2042, P.O. Box 942732, Sacramento 94234-7320; Office of Drinking Water staff, (209) 948-7697, 31 E. Channel Street, Room 270, Stockton, CA 95202.

J. Department of Housing and Urban Development:

1. Permits required for mobile home park, special occupancy park and campgrounds.
2. Contact: HCD Division of Codes and Standards, Northern Area Office, (916) 255-2501, 8911 Folsom Boulevard, Sacramento, CA 95826.

K. Public Utilities Commission:

1. Permits required for: Certificates of public convenience and necessity by any public utilities serving the project area.
2. Contact: Douglas Long at PUC, (415) 783-2011, State Office Building, 505 Van Ness Avenue, San Francisco, CA 94102.

L. The Reclamation Board:

1. Permits (encroachment) required for:
 - a. Any construction along the levees of the San Joaquin River or its tributaries;
 - b. Any removal or deposit of earth along such levees;
 - c. Installing or removing irrigation, drainage, gas power, communication, water or sewer pipes/lines along such levees.
 - d. Installing erosion control devices along such levees;
 - e. Levee landscaping.
2. Wendy Halverson, 327-1531, 1416 Ninth Street, Room 455-8, Sacramento, CA 95814.

M. Department of Transportation (Caltrans):

1. Permits required for any form encroachment to State Highways, including Interstate, including access, sign placement, planting or removal of vegetation, road approaches and grading.
2. Contact: District 10, Caltrans (209) 948-7891, 1976 E. Charter Way, Stockton, CA 95203.

N. Department of Transportation, Division of Aeronautics:

1. Permits required for: Heliports and temporary heliport landing sites.
2. Contact: Sandy Hesnard, Division of Aeronautics, (916) 324-1833, 1130 K Street, 4th Floor, Sacramento, CA 94274-0001.

O. State Lands Commission:

1. Permits required for anything affecting sovereign lands of the state, including:
 - a. Dredging
 - b. Land use lease for marinas and related river facilities, industrial projects along river, rights-of-way for utilities, bridges, etc., seawalls and similar and bridges, roads recreation structures.
 - c. Marine facilities program (oil and gas terminals)
 - d. Marine salvage
2. Contact: Fred Sledd, (916) 445-8715, 1807 - 13th Street, Sacramento, CA 95814.

P. California Integrated Waste Management Board:

1. Permits required for: Operation of any solid waste facility, including landfills, transfer stations, compost facilities and waste-to-energy facilities.
2. Contact: Lorraine Van Kekerix, (916) 255-2670, 8800 Cal Center Drive, Sacramento, CA 95826.

Q. Department of Water Resources:

1. Permits required for:
 - a. Certificate of approval to store water; (may not apply, depending on height of barrier);
 - b. Removal of a dam or reservoir; (may not apply, depending on height of barrier);
2. Contact: Melinda Woods, (916) 445-7606, 2200 "X" Street, Suite 200, Sacramento, CA 95818.
Also contact Dale Hoffman-Floerke re San Joaquin River Management Program, (916) 445-2277, at Alhambra and "S", Sacramento, CA and Andy Lee (916) 327-1590 re project flood requirements.

R. Department of Boating and Waterways:

Provides information on boating capacity studies required in support of marinas. Contact: Leslie Whitten, (916) 445-6281, 1629 "S" Street, Sacramento, CA 95814-7291.

S. Office of Historic Preservation and Native American Heritage Commission:

Provides procedures and approves mitigation for avoiding damage to cultural resources. Contact: Beau Becker, (916) 653-8551 for Historic Preservation and Debbie Treadway (916) 653-4082 for matters concerning Native American impact mitigation.

T. U.S. Army Corps of Engineers:

1. Permits required for:
 - a. 404 permit involving dredging and fill operations, location of structures inside levees of navigable streams, affect on wetlands.
 - b. Nationwide 26 for projects less than 10 acres.
 - c. Section 10 permit involving marinas, piers, etc.
2. Contact: James Monroe, (916) 557-5266, Sacramento district, 1325 J Street, Sacramento, CA 95814.

U. U.S. Coast Guard:

1. Permits required for alteration or construction of bridges over navigable waterways.
 2. Contact: W.R. Till, (510) 437-3514, Coast Guard Island, Alameda, CA.
- Note: Caltrans also concern with any changes in river hydrology that may affect foundation piers of Caltrans bridges.

V. U.S. Environmental Protection Agency:

Contact for purposes of determining whether any NEPA (National Environmental Policy Act) documentation may be required, such as an Environmental Impact Statement, is Carolyn Yale, (415) 744-1580. Carolyn's office provides the inter-agency coordination required.

APPENDIX B: ACKNOWLEDGEMENTS

CITY OF LATHROP

John M. Bingham, City Manager
Glenn Gebhardt, City Engineer
Pam Carder, Community Development Director
Ramon Batista IV, Senior Planner
Wilce Martin, Public Works Director
Kit Ledbetter, Parks and Recreation Director
Stan Hein, Chief of Police
Jim Monty, Fire Marshall
Jerry Sims, Battalion Chief

PROJECT PROPONENTS

Califia Development Company
Norman T. Jarrett, Managing Partner
Darryl A. Foreman, Project Manager
Jean E. Jarrett, Admin. Coordination

Somerset Homes
F. Allan Chapman, President

Chapman and Wilson, Inc.
Susan E. M. Collins, Project Economics
Daniel M. Coleman, Project Engineering

CONSULTANTS

The Jarrett Group
Concept and Concept Design
Norman T. Jarrett, President

Land Planning + Entitlements
Planning and Entitlements
Darryl Foreman, Principal

PBR
Specific Plan/Land Planning
N. Teresa Rea, Vice President

Grunwald & Associates
*EIR Preparation/Project Community
Liaison*
Robert E. Grunwald, President

**Century West Engineering
Corporation**
Wastewater Treatment Specialists
Ted Zaferatos, Vice President

John W. Cone
Urban Economics
John Cone, Principal

Crane Transportation Group
Traffic Engineering/Modeling
Mark Crane, Principal
Ginger Muldoon, Engineer

Economics Research Associates
Economics/Marketing Consultants
Clive Jones, Senior Vice President

**Far Western Anthropological
Research Group, Inc.**
Cultural/Historical Archaeology
Pat Mikkelsen, Principal

**GEI Consultants - Roger Foott
Division**
Soils/Geotechnical
Dr. Roger Foott, President
Dr. Eric J. McHuron, Principal,
Chief Geologist
Julie Ikemoto, Senior Engineer

Georesearch

Environmental Specialists Hazardous Materials

Warren Gross, Associate Geologist
Michael A. Smith, Account Executive

William R. Gray and Company

Transportation Consulting & Strategic Project Planning

William R. Gray, President

HDR Engineering

Highway Design

David J. Anderson, Roads/Highway Manager

Conrad P. Bridges, Bridge Section Manager

Patrick J. Flynn, Vice President

Gary Grunwald, Senior Project Manager

Dave Melis, Project Engineer

Kjeldsen, Sinnock & Neudeck Inc.

Land Survey

Christopher H. Neudeck, Principal

Tico Padayhag, Surveyor

Stephen K. Sinnock, Civil Engineer, Principal

Darrel Ramus, Civil Engineer

McCutchen, Doyle, Brown & Enersen

Land Use Law

Michael Patrick Durkee, Attorney at Law

Brandt Andersson, Attorney at Law

Morrison & Foerster

Land Use and Environmental Law

David Gold, Partner

Clark Morrison, Partner

Greg Caligari, Associate

Mouldenauer Engineering Company

Infrastructure Planning

L. Alex (Red) Mouldenauer, Principal

Plus 4 Trans

Rail Transportation Planning

Robert B. Stockwell, President

Public Financial Management, Inc. (PFM)

Financial and Investment Advisors

Peter W. Miller, Senior Managing Consultant

A.A. Rich & Associates

Fisheries Research

Alice Rich, Principal

Siegfried Engineering, Inc.

Infrastructure/Civil Engineering

James F. Yost, President

Lynn M. Sutton, Vice President

Sycamore Environmental Consultants

Environmental Studies

R. John Little, PhD., President

Jeff Little, Environmental Specialist

Cynthia Little, Administrator

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